New York State

FFY 2017 HIGHWAY SAFETY ANNUAL REPORT

**New York State
Governor's Traffic Safety Committee**

Andrew M. Cuomo, Governor

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NYS Department of Motor Vehicles
Governor's Traffic Safety Committee**

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NEW YORK STATE
FFY 2017
HIGHWAY SAFETY ANNUAL REPORT

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FFY 2017 NEW YORK STATE HIGHWAY SAFETY PROGRAM

This Annual Report describes the accomplishments of New York State's highway safety program in FFY 2017 (October 1, 2016-September 30, 2017) and the progress made toward the performance targets established in the FFY 2017 Highway Safety Strategic Plan (HSSP). The preparation of the FFY 2017 HSSP was guided by the uniform procedures established in MAP-21. The Governor's Traffic Safety Committee (GTSC) provides support for the attainment of the state's highway safety targets through its administration of the federal 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. In FFY 2017, New York qualified for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c), Impaired Driving (405d), Motorcycle Safety (405f) and Nonmotorized Safety (405h). These grant funds are also administered by GTSC.

KEY ACCOMPLISHMENTS IN FFY 2017

❖ The Institute for Traffic Safety Management and Research (ITSMR) continued to expand the online Traffic Safety Statistical Repository (TSSR). In FFY 2007, ticket data was added to the repository. The online traffic data system (www.itsmr.org/tssr) now includes final crash data for 2009-2016 and preliminary crash data for 2017, as well as final ticket data for 2009-2016.

❖ In 2017, New York's seat belt use rate reached an all-time high of 93.41%; 2017 also marked the eighth year in a row that New York's statewide use rate exceeded 90%.

❖ In FFY 2017, GTSC partnered with JD Motorsports and Xfinity driver Ross Chastain to expand the "Protect Your Melon" occupant protection awareness campaign. During the spring and summer, 1,400,000 watermelons with the "Protect Your Melon" seat belt message were distributed to retail outlets across New York State. Outreach to increase seat belt use among young drivers and motorists at different venues was also conducted as part of this program.

❖ In FFY 2017, 21 Standardized Child Passenger Safety Technician Training classes were conducted producing 253 new certified technicians, 166 certified technicians renewed their certification and 11 more regained their certification by attending Renewal Testing Trainings. GTSC also hosted two Special Needs Child Passenger Training Courses which resulted in the certification of 18 new Special Needs Technicians.

❖ New legislation effective November 1, 2019 requires children from birth to age two to ride in a proper child restraint facing the rear of the vehicle.

❖ New legislation effective November 1, 2017 requires operators of taxis or liveries to be restrained by a safety belt. The law also requires any person over the age of sixteen riding as a passenger in the front seat of a taxi or livery to be restrained.

❖ At the request of Governor Cuomo, GTSC began a study of new Textalyzer technology that would enable police officers to scan the cell phones of drivers involved in crashes to determine if the cell phone was in use at or near the time of the crash. The first of three listening sessions to gather input from the public and other interested parties was held September 25, 2017.

❖ With funding from GTSC, the Institute for Traffic Safety Management and Research continued to expand and enhance the state's Drug Recognition Enforcement (DRE) Data Entry and

Management System in FFY 2017. All of the state's 244 DREs have been assigned a tablet and have received training to record and submit their evaluations and toxicology results through the tablet application.

❖ Two DRE Schools were held in FFY 2017, adding 39 new DREs and increasing the total number of DREs in New York State to 244. New York also increased its DRE instructor pool from 21 to 40. In addition, 302 law enforcement officers completed the Advanced Roadside Impaired Driving Enforcement (ARIDE) training program.

❖ At the DRE National Conference in Maryland in August 2017, New York was recognized for the state's notable increase in DRE evaluations. New York was ranked first in the nation with a 136% increase in evaluations between 2015 and 2016.

❖ The multi-agency Driver Education Workgroup, in partnership with the Driver Education Research and Innovation Center (DERIC), continued to develop and evaluate new driver education modules to improve New York's driver education guidelines, standards and curriculum. All modules are now complete and GTSC is investigating the development of an instructional guide for teachers so the entire curriculum can be pilot tested in FFY 2018.

❖ Through a partnership with NYS Department of Motor Vehicles Communications Office, GTSC's social media content and post quality improved dramatically in FFY 2017. During the year, GTSC messaging reached 1.4 million New Yorkers. Two popular posts providing new information on the risks for children wearing bulky jackets while riding in car seats and recent legislation allowing tow trucks to drive on the shoulder of the road when responding to emergencies had a combined reach of over 350,000.

❖ To improve the quality of Police Traffic Services grants, GTSC staff held one-day training sessions on conducting a data-driven problem identification process and developing a corresponding enforcement strategy to address the issue identified. The trainings were held regionally to allow for increased networking and encourage cooperative approaches.

❖ GTSC continued to air public service announcements throughout 2017 via cable and television, as well as radio. Traffic safety messaging covered a number of topics including impaired driving, distracted driving, motorcycle safety and pedestrian safety. During FFY 2017, GTSC worked with media outreach stakeholders to create a more comprehensive media plan for FFY 2018. This new plan will allow for greater coordination of messaging across the various delivery methods of TV, radio and social media.

❖ In FFY 2017, New York continued implementing its $110 million Pedestrian Safety Action Plan (PSAP) which addresses pedestrian safety in 20 focus communities in the upstate region and Long Island that have the highest incidences of pedestrian fatalities. Using a "3E approach," comprehensive strategies that include education, enforcement and engineering are being applied to improve pedestrian safety in each of the designated communities.

❖ GTSC coordinated four 6-hour pedestrian safety workshops designed to support the enforcement goals in the PSAP. Approximately 80 police officers from more than 30 agencies attended the train-the-trainer courses and will be able to assist with training other officers.

❖ The second annual pedestrian safety enforcement mobilization, *Operation See! Be Seen!* was conducted in 2017. Participating police issued 1,135 warning cards and 409 tickets for infractions by both pedestrians and motorists during 825 hours of enforcement.

❖ In FFY 2017, a total of 208 municipal, county and state law enforcement officers representing 46 police agencies participated in the Practical Guidelines for Motorcycle Enforcement Training.

❖ For the 2017 observation of National Motorcycle Safety Month, GTSC, in collaboration with the Albany County Sheriff's Office, hosted a press event led by DMV Executive Deputy Commissioner Terri Egan and Sheriff Craig Apple.

❖ The Motorcycle Safety Workgroup developed a survey to gather age-specific information from motorcyclists and the motoring public regarding their perceptions of current motorcycle safety messaging and campaigns. The information collected will be used to design a new campaign slogan as well as innovative educational materials and PSAs.

❖ Members of the Motorcycle Safety Workgroup were invited to make a presentation at the State Motorcycle Safety Administrators' National Motorcycle Training Summit held in Burlington, Vermont, in late September. The 90-minute presentation highlighted the Workgroup's goals, objectives and priorities, as well as the motorcycle safety and enforcement training program developed for law enforcement officers in New York State.

❖ A Commercial Motor Vehicle Enforcement Awareness regional training program was held in Suffolk County for 55 officers representing 17 police agencies from Nassau, New York, Suffolk and Westchester counties. GTSC and partners from the Suffolk County Police Department and the NYS Department of Transportation made a presentation at the annual fall symposium entitled "A Comprehensive Approach in Addressing Commercial Motor Vehicle Safety" .

❖ With funding from GTSC, three National Safety Council Survivor Advocates shared their personal traffic safety messages with nearly 30,000 young adults and motorists during 115 presentations at school districts and Victim Impact Panels throughout New York State.

❖ GTSC continued to conduct outreach to the eight federally-recognized Indian Nation tribes in New York State to discuss ways to develop and strengthen sustainable relationships to reduce traffic related injuries and deaths. In FFY 2017, traffic safety initiatives were undertaken with two tribal nations: Seneca Nation of Indians (SNI) and St. Regis-Mohawk Indian Nation.

❖ The multi-agency NYS Partnership Against Drowsy Driving (NYSPADD) continued public awareness efforts to promote the message that drowsy driving is as dangerous as other types of impaired driving. Training was provided to over 500 NYS Pupil Transportation professionals at their annual conference in Albany, as well as employees of the NYS Pupil Transportation office in Tioga County and the NYS Department of Transportation office in Allegany County.

❖ In partnership with New York Operation Lifesaver, GTSC promoted National Rail Safety Week, September 24-30, 2017, through social media posts and PSAs from the New York State Broadcasters Association.

❖ In FFY 2017, GTSC developed an Older Driver Safety Plan, "Promoting Safety & Independence for Senior Drivers Well into the 21st Century." GTSC also joined the Aging Road User Interstate Collaboration which is comprised of representatives from the Highway Safety Offices in approximately 15 other states. Quarterly conference calls are held to share information on older driver issues, projects, available resources and other relevant information. In addition, a marked increase in CarFit activity was noted for both grantees and GTSC staff in FFY 2017.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Approach

A significant portion of New York's highway safety grant funding is awarded to law enforcement agencies each year. To ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program, New York has designed an enforcement plan for the state that incorporates data-driven problem identification, deployment of resources based on these analyses and continuous monitoring and adjustment of the plan as warranted.

New York's approach has been to develop a comprehensive Evidence-Based Traffic Safety Enforcement Program which encompasses and combines the enforcement efforts that are planned in all program areas included in the state's Highway Safety Strategic Plan (HSSP). The integration of the Evidence-Based Enforcement (E-BE) Plan into the Police Traffic Services grant program is discussed under the Police Traffic Services program area (see pp. 30-31). New York's full E-BE was submitted and approved by NHTSA in June 2015.

Components of New York's Evidence-Based Enforcement (E-BE) Plan

Data-Driven Problem Identification

The statewide data-driven problem identification process focuses on the analysis of crashes, fatalities and injuries to determine **what** is occurring, **where, when, why** and **how** it is occurring and **who** is involved. Problem identification is conducted on a statewide basis and for each program area and is used to determine which traffic safety issues are to be addressed by GTSC's grant programs in the upcoming fiscal year. The analysis will identify groups of drivers who are overrepresented in crashes, as well as the locations and times that crashes are occurring, to guide the development of New York's enforcement plan. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSSP.

All local enforcement agencies applying for grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. An online tool called the Traffic Safety Statistical Repository (TSSR) is available to assist agencies in conducting problem identification at the local level. Developed by the Institute for Traffic Safety Management and Research (ITSMR), the system can be accessed through ITSMR's website at www.itsmr.org/tssr. Users of the TSSR have direct online access to New York's motor vehicle crash data from the state's Accident Information System (AIS) for 2009-2016, as well as preliminary data for 2017. The site includes reports on motor vehicle crashes statewide and by individual counties; some data by municipalities within counties are also available. In FFY 2017, ticket data were added to the TSSR and other enhancements were developed to further support problem identification. Data documenting the local highway safety issues identified must be included in the funding application submitted to GTSC along with the strategies that will be implemented to address the problems.

Implementation of Evidence-Based Strategies

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies through GTSC's Highway Safety grant application or the more focused Police Traffic Services (PTS) grant application. The PTS application narrative outlines New York's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures for their own problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as texting, aggressive driving and

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speeding, or on specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. High visibility enforcement, including broad participation in national seat belt and impaired driving mobilizations, is required. The Data Driven Approaches to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high crash locations are also proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

Monitoring and Adjustment of E-BE Plan

Continuous oversight and monitoring of the enforcement efforts that are implemented is another important element of New York's E-BE plan. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by GTSC: (1) progress report and activity level review, (2) onsite project monitoring, and (3) law enforcement subgrantee formal training programs and direct technical assistance.

DESCRIPTION OF STATE ASSESSMENT PROCESS

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of injuries suffered in crashes occurring on the state's roadways. The performance measures and targets established in New York's FFY 2017 Highway Safety Strategic Plan (HSSP) and used to track the state's progress are described below.

Core Performance Measures

New York's FFY 2017 HSSP incorporated the 11 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) to assess performance and measure the progress of the highway safety program. Ten of the eleven recommended outcome measures relate to fatalities; the source for these measures is the Fatality Analysis Reporting System (FARS). The remaining outcome measure is serious injuries; the source for this measure is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV).

The problem identification process used in the FFY 2017 HSSP included analyses of each of the core measures over the most recent five-year period for which data were available, as well as the three-year moving average. A target for each of these measures was set for December 31, 2017. The method for setting each goal depended on the trend in the performance measure over the three-year period. If there was a consistent trend in the data, the most recent calendar year of data available served as the baseline. If there was no clear trend in the measure over this period, i.e., the measure did not increase or decrease consistently, the target was set based on the most recent three-year average. The standardized goal statement format recommended by GHSA and NHTSA was used for each target.

The source for the one behavioral measure, observed seat belt use, is the state's annual seat belt observation survey. The survey is conducted using a research design developed in accordance with uniform criteria established by NHTSA. The statewide seat belt use rate derived from the 2017 seat belt observation survey is included in this report. The method described above to set the targets for the core outcome measures was also applied to set the target for the statewide seat belt use rate.

To assess the state's progress for this Annual Report, each core measure was updated with the most recent data available: 2016 FARS data, 2016 AIS data and the 2017 seat belt use rate. A table with historical and current data for each core measure is included on the following pages.

Other Performance Measures

In addition to the core measures NHTSA identified, New York uses other performance measures to track progress in specific program areas. One of these performance measures, Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting, was added to the Police Traffic Services program area to track distracted driving. The second performance measure, Fatalities in Drug-Related Crashes, was added to track the involvement of drugged driving in crashes. Injury performance measures are also tracked, including injuries in alcohol-related crashes and injured motorcyclists, bicyclists and pedestrians. The source for all of these additional measures is New York's AIS crash file.

Activity Measures

The following activity performance measures are also tracked: seat belt citations, speeding citations and impaired driving arrests. The numbers are reported under the appropriate program areas and include all citations/arrests issued for these violations on a calendar year basis. The state's Traffic Safety Law Enforcement and Disposition (TSLED) and Traffic Violations Bureau (TVB) systems are the sources for speeding and seat belt citations. TSLED and the New York City Police Department are the sources for data on impaired driving arrests.

Driver Behavior Measures

Another tool for monitoring changes and assessing progress are surveys of driver behaviors, attitudes, perceptions and awareness related to major traffic safety issues. These surveys are conducted annually at five Department of Motor Vehicles offices; three of the DMV offices are in the Upstate region: Albany (Albany County), Syracuse (Onondaga County), and White Plains (Westchester County); one is in New York City (Brooklyn) and one is on Long Island (Medford, Suffolk County).

The 2017 survey included a total of 13 questions related to seat belt use, speeding, drinking and driving, cell phone use and texting. A new question was added to the 2017 survey to help assess the problem of taking drugs and driving: "In the past 30 days, how many times have you driven a motor vehicle within 2 hours after using drugs?" More than 1,500 drivers participated in the 2017 survey conducted in March and April; at least 300 surveys were completed at each of the five DMV offices. Analyses were conducted for the total sample and by gender and age group. Selected results are reported in this Annual Report under the relevant program areas: Impaired Driving, Police Traffic Services and Occupant Protection. Results from previous surveys are included to identify any changes and trends that have occurred over time in the reported behaviors, perceptions and awareness of traffic safety issues among New York State drivers.

PERFORMANCE MEASURES AND TARGETS BY PROGRAM AREA

STATEWIDE		2012	2013	2014	2015	2016
C-1 Traffic Fatalities (FARS)	Annual	1,180	1,202	1,041	1,136	1,025
	3-Year Moving Average	1,184	1,184	1,141	1,126	1,067
To decrease total fatalities 10 percent from the 2012-2014 calendar base year average of 1,140 to 1,026 by December 31, 2017						
C-2 Serious Injuries (NYS AIS)	Annual	12,163	11,609	10,874	11,077	11,501
	3-Year Moving Average	12,326	11,928	11,549	11,187	11,151
To decrease serious traffic injuries 2 percent from 10,874 in 2014 to 10,657 by December 31, 2017						
C-3 Fatalities per 100 Million VMT (FARS/FHWA)	Annual	0.92	0.93	0.81	0.89	NA
	3-Year Moving Average	0.92	0.92	0.89	0.88	
To decrease fatalities/100 million VMT 2 percent from .80 in 2014 to 0.78 by December 31, 2017						
Rural Fatalities per 100 Million VMT (FARS/FHWA)	Annual	1.88	1.93	1.25	1.47	NA
	3-Year Moving Average	1.75	1.81	1.69	1.55	
To decrease rural fatalities/100 million VMT 2 percent from 1.25 in 2014 to 1.23 by December 31, 2017						
Urban Fatalities per 100 Million VMT (FARS/FHWA)	Annual	0.59	0.59	0.66	0.71	NA
	3-Year Moving Average	0.63	0.62	0.61	0.65	
To decrease urban fatalities/100 million VMT 2 percent from 0.66 in 2014 to 0.65 by December 31, 2017						
IMPAIRED DRIVING		**2012**	**2013**	**2014**	**2015**	**2016**
C-5 Alcohol-Impaired Driving Fatalities (FARS)	Annual	340	369	312	316	283
	3-Year Moving Average	343	346	340	332	304
To decrease alcohol-impaired driving fatalities 8 percent from the 2012-2014 calendar base year average of 342 to 315 by December 31, 2017						
Persons Injured in Alcohol-Related Crashes (NYS AIS)	Annual	6,303	6,019	5,674	5,323	5,857
	3-Year Moving Average	6,254	6,148	5,999	5,672	5,618
To decrease the number of persons injured in alcohol-related crashes 2 percent from 5,674 in 2014 to 5,561 by December 31, 2017						
Fatalities in Drug-Related Crashes (NYS AIS)	Annual	205	208	188	264	267
	3-Year Moving Average	217	204	200	220	240
To decrease the number of fatalities in drug-related crashes 8 percent from the 2012-2014 calendar base year average of 200 to 184 by December 31, 2017						
POLICE TRAFFIC SERVICES		**2012**	**2013**	**2014**	**2015**	**2016**
C-6 Speeding-Related Fatalities (FARS)	Annual	363	359	322	347	314
	3-Year Moving Average	343	351	348	343	328
To decrease speeding-related fatalities 2 percent from 322 in 2014 to 316 by December 31, 2017						
Fatal & PI Crashes Involving Cell Phone Use and Texting (NYS AIS)	Annual	360	393	377	383	442
	3-Year Moving Average	326	351	377	384	401
To decrease fatal and personal injury crashes involving texting or cell phone use 2 percent from the 2012-2014 calendar base year average of 377 to 369 by December 31, 2017						
MOTORCYCLE SAFETY		**2012**	**2013**	**2014**	**2015**	**2016**
C-7 Motorcyclist Fatalities (FARS)	Annual	170	170	148	163	134
	3-Year Moving Average	175	170	163	160	148
To decrease motorcyclist fatalities 2 percent from 148 in 2014 to 145 by December 31, 2017						
C-8 Unhelmeted Motorcyclist Fatalities (FARS)	Annual	15	16	21	15	9
	3-Year Moving Average	14	14	17	17	15
To decrease unhelmeted motorcyclist fatalities 10 percent from 21 in 2014 to 19* by December 31, 2017						
Motorcyclists Injured in Crashes (NYS AIS)	Annual	5,337	4,553	4,237	4,208	4,342
	3-Year Moving Average	5,049	4,896	4,709	4,333	4,262
To decrease the number of injured motorcyclist 2 percent from 4,237 in 2014 to 4,152 by December 31, 2017						

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY			2012	2013	2014	2015	2016
C-10 Pedestrian Fatalities (FARS)		Annual	303	336	264	311	304
		3-Year Moving Average	298	309	301	304	293
To reduce pedestrian fatalities 15 percent from the 2012-2014 calendar base year average of 301 to 256 by December 31, 2017							
Pedestrians Injured in Crashes (NYS AIS)		Annual	15,607	16,278	14,906	13,413	15,346
		3-Year Moving Average	15,795	15,858	15,597	14,866	14,555
To reduce the number of pedestrians injured in traffic crashes 5 percent from the 2012-2014 calendar base year average of 15,597 to 14,817 by December 31, 2017							
C-11 Bicyclist Fatalities (FARS)		Annual	45	40	46	36	38
		3-Year Moving Average	46	47	44	41	40
To reduce bicyclist fatalities 5 percent from the 2012-2014 calendar base year average of 44 to 41 by December 31, 2017							
Bicyclists Injured In Crashes (NYS AIS)		Annual	5,929	6,140	5,647	5,300	6,200
		3-Year Moving Average	5,957	5,984	5,905	5,696	5,716
To reduce the number of bicyclists injured in traffic crashes 5 percent from the 2012-2014 calendar base year average of 5,905 to 5,610 by December 31, 2017							
OCCUPANT PROTECTION			2012	2013	2014	2015	2016
C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat		Annual	206	186	155	173	152
		3-Year Moving Average	195	193	182	171	160
To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 2 percent from 155 in 2014 to 152 by December 31, 2017							
			2013	2014	2015	2016	2017
B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard		Annual	91%	91%	92%	92%	93%
		3-Year Moving Average	91%	91%	91%	92%	92%
To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point from 92 percent in 2015 to 93 percent by December 31, 2017							
COMMUNITY TRAFFIC SAFETY PROGRAMS			2012	2013	2014	2015	2016
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)		Annual	140	131	97	101	103
		3-Year Moving Average	138	133	123	110	100
To decrease drivers age 20 and younger involved in fatal crashes 2 percent from 97 in 2014 to 95 by December 31, 2017							

Revised after final FARS or AIS data were released

*Although the performance measure is trending upward, New York continuously strives to achieve reductions in fatalities and injuries; therefore, a realistic target for improvement has been set.

FFY 2017 PERFORMANCE REPORT

The Statewide Highway Safety Program and each of the Program Areas in the FFY 2017 Annual Report include a Performance Report updating the status of the performance measures from the FFY 2017 HSSP. The table below summarizes these status reports for both the Core Measures and the additional measures for New York's Highway Safety Program. The table also updates the three Activity Measures: Speeding Tickets, Seat Belt Tickets and Impaired Driving Arrests.

NEW YORK STATE **FFY 2017 ANNUAL REPORT** **PERFORMANCE REPORT ON ALL MEASURES**				
CORE PERFORMANCE MEASURES		**Most Current 2016**	**Target 2017**	**Status**
C-1	Traffic Fatalities	1,025	1,026	**Target Met:** Traffic fatalities reached a ten-year low of 1,025 in 2016, exceeding the target of 1,026 set for 2017.
C-2	Serious Injuries	11,501	10,657	**Target Not Met:** Serious injuries increased from 11,077 in 2015 to 11,501 in 2016, indicating that the target of 10,657 set for 2017 will be difficult to achieve.
C-3	Fatalities per 100 Million VMT	*2015*		**Target Not Met:** The statewide fatality rate increased from 0.81 to 0.89 per 100 million VMT from 2014 to 2015, substantially above the target of 0.78 set for 2017.
		0.89	0.78	
	Rural Fatalities per 100 Million VMT	*2015*		**Target Not Met:** The rural fatality rate increased from 1.25 in 2014 to 1.47 in 2015, showing that the target of 1.23 set for 2017 will be difficult to reach.
		1.47	1.23	
	Urban Fatalities per 100 Million VMT	*2015*		**Target Not Met:** The urban fatality rate increased to 0.71 in 2015 from 0.66 in 2014, indicating that the target of 0.65 set for 2017 will be difficult to achieve.
		0.71	0.65	
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	152	152	**Target Met:** The number of unrestrained passenger vehicle occupant fatalities decreased from 173 in 2015 to 152 in 2016. As a result, the target for reducing the number of these fatalities to 152 in 2017 was reached in 2016.
C-5	Alcohol-Impaired Driving Fatalities	283	315	**Target Met:** Alcohol-impaired driving fatalities decreased from 316 in 2015 to 283 in 2016, demonstrating greater improvement than the target of 315 set for 2017
C-6	Speeding-Related Fatalities	314	316	**Target Met:** Speeding-related fatalities decreased from 347 in 2015 to 314 in 2016, exceeding the target of 316 set for 2017.
C-7	Motorcyclist Fatalities	134	145	**Target Met:** Motorcyclist fatalities dropped from 163 in 2015 to 134 in 2016, an improvement beyond the reduction target of 145 set for 2017.
C-8	Unhelmeted Motorcyclist Fatalities	9	19	**Target Met:** The number of unhelmeted motorcyclist fatalities decreased from 15 in 2015 to 9 in 2016, exceeding the target of 19 set for 2017.
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	103	95	**Target Not Met:** The number of drivers under age 20 involved in fatal crashes increased in both 2015 (101) and 2016 (103), indicating that the target of 95 set for 2017 will be difficult to achieve.
C-10	Pedestrian Fatalities	304	256	**Target Not Met:** Although pedestrian fatalities decreased from 311 in 2015 to 304 in 2016, greater progress will be needed to reach the target of 256 set for 2017.
C-11	Bicyclist Fatalities	38	41	**Target Met:** Although bicyclist fatalities increased slightly from 36 in 2015 to 38 in 2016, the target of 41 bicyclist fatalities set for 2017 was exceeded.
B-1	Seat Belt Use Rate	*2017*		**Target Met:** In 2017 New York reached a statewide seat belt use rate of 93%, reaching the target set for 2017.
		93%	93%	

ADDITIONAL MEASURES	2016	Target 2017	
Persons Injured in Alcohol-Related Crashes	**5,857**	**5,561**	**Target Not Met:** The number of persons injured in alcohol-related crashes increased from 5,323 in 2015 to 5,857 in 2016, indicating that the reduction target of 5,561 set for 2017 will be difficult to reach.
Fatalities in Drug-Related Crashes	**267**	**184**	**Target Not Met:** Fatalities in drug-related crashes increased from 264 in 2015 to 267 in 2016, indicating that the target of 184 set for 2017 will be difficult to achieve.
Fatal & PI Crashes Involving Cell Phone Use or Texting	**442**	**369**	**Target Not Met:** Fatal and PI crashes involving cell phone use or texting increased from 383 in 2015 to 442 in 2016, showing that the target of 369 set for 2017 will be difficult to achieve.
Motorcyclists Injured in Crashes	**4,342**	**4,152**	**Target Not Met:** The downward trend in the number of motorcyclists injured ended in 2016 when the number increased from 4,208 in 2015 to 4,342. More progress will be necessary to reach the reduction target of 4,152 set for 2017.
Pedestrians Injured in Crashes	**15,346**	**14,817**	**Target Not Met:** Between 2015 and 2016, the number of pedestrians injured increased from 13,413 to 15,346, indicating that the target of 14,817 set for 2017 may be difficult to achieve.
Bicyclists Injured in Crashes	**6,200**	**5,610**	**Target Not Met:** The number of bicyclists injured increased from 5,300 in 2015 to 6,200 in 2016. Greater reductions will be needed to reach the target of 5,610 set for 2017.

ACTIVITY MEASURES	2014	2015	2016
Speeding Tickets	661,962	694,180	712,370
Seat Belt Tickets	197,986	174,087	162,483
Impaired Driving Arrests	47,763	44,501	45,176

STATEWIDE PERFORMANCE MEASURES

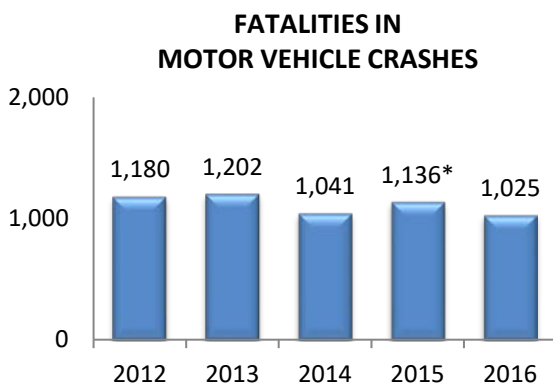## ASSESSMENT OF PROGRESS

Statewide Targets for FFY 2017

The following performance targets for New York's statewide highway safety program were established in the state's FFY 2017 HSSP:

- ❖ Decrease total fatalities 10 percent from the 2012-2014 calendar base year average of 1,140 to 1,026 by December 31, 2017

- ❖ Decrease serious traffic injuries 2 percent from 10,874 in 2014 to 10,657 by December 31, 2017

- ❖ Decrease fatalities/100M VMT 2 percent from .80 in 2014 to 0.78 by December 31, 2017

- ❖ Decrease rural fatalities/100M VMT 2 percent from 1.25 in 2014 to 1.23 by December 31, 2017

- ❖ Decrease urban fatalities/100M VMT 2 percent from 0.66 in 2014 to 0.65 by December 31, 2017

Status of Performance Measures

The 2016 FARS data indicate that motor vehicle fatalities in New York declined from 1,136 in 2015 to 1,025 in 2016. The 2016 number represents an improvement greater than the target of 1,026 set for the end of calendar year 2017.

Based on data from New York's AIS, serious injuries in crashes fluctuated between 2012 and 2016. After dropping from 11,609 in 2013 to 10,874 in 2014, serious injuries increased to 11,077 in 2015 and 11,501 in 2016. Because of these increases, the target of 10,657 may be difficult to reach by the end of calendar year 2017.

FATALITIES IN MOTOR VEHICLE CRASHES

Revised based on final FARS data
Source: FARS

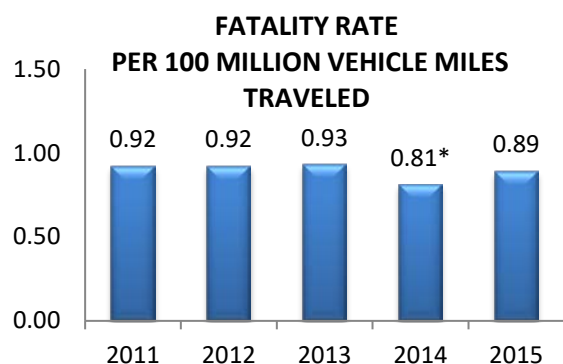**SERIOUS INJURIES IN MOTOR VEHICLE CRASHES**
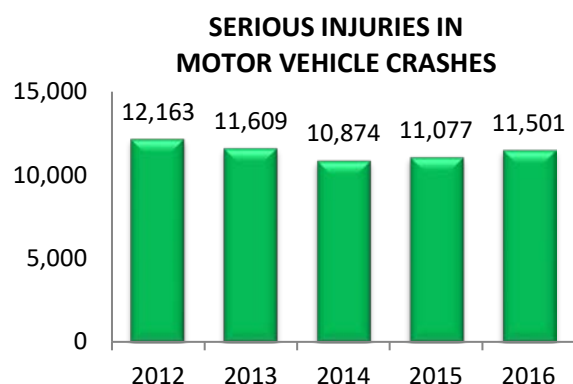
Source: NYS AIS / TSSR

Other core measures are the statewide, urban and rural fatality rates per 100 million vehicle miles traveled (VMT). The 2016 FARS data for these fatality rates are not yet available.
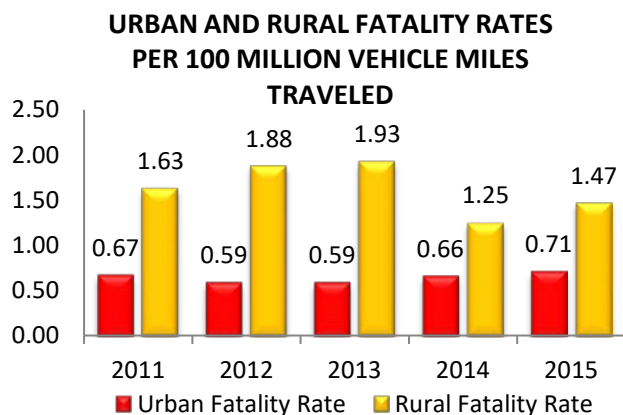
Based on the 2015 FARS data, the statewide fatality rate increased from 0.81 to 0.89 per 100 million VMT between 2014 and 2015, well above the target of 0.78 set for 2017.

The 2015 FARS data indicate that both the rural and urban fatality rates increased in 2015. The urban fatality rate increased from 0.66 in 2014 to 0.71 in 2015, indicating that the target of 0.65 set for 2017 may be difficult to achieve. The rural fatality rate increased from 1.25 in 2014 to 1.47 in 2015, above the target of 1.23 set for December 31, 2017.

FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED

Year	Rate
2011	0.92
2012	0.92
2013	0.93
2014	0.81*
2015	0.89

Revised based on final 2014 FARS data
Source: FARS

URBAN AND RURAL FATALITY RATES PER 100 MILLION VEHICLE MILES TRAVELED

Year	Urban Fatality Rate	Rural Fatality Rate
2011	0.67	1.63
2012	0.59	1.88
2013	0.59	1.93
2014	0.66	1.25
2015	0.71	1.47

Source: FARS

INDIVIDUAL PROGRAM AREAS

The following sections of this Annual Report describe the individual program areas addressed in the FFY 2017 HSSP. New York used a data-driven approach to identify a comprehensive set of evidence-based strategies for each program area that collectively will contribute to meeting the state's highway safety targets set in the FFY 2017 HSSP. An assessment of the progress made toward the targets set for each of the program area performance measures is included. Selected projects and activities are highlighted. A complete list of the projects approved for funding in the FFY 2017 HSSP and the award amounts are included in Appendix A.

IMPAIRED DRIVING

Over the five-year period, 2012-2016, the proportion of New York's crash fatalities that were alcohol-related ranged from a high of 31% in 2013 to 28% in 2015 and 2016. Based on the state's relatively low rate of alcohol involvement, New York qualified for 405d grant funds as a low-range state in FFY 2017.

While New York is among the states with the lowest alcohol-impaired fatality rates, it is important to maintain an aggressive approach to combating impaired driving. At the core of the state's impaired driving program is STOP-DWI.

ALCOHOL-IMPAIRED DRIVING FATALITES AS A PROPORTION OF TOTAL FATALITIES

1,180	1,202	1,041	1,136*	1,025
29%	31%	30%	28%	28%
2012	2013	2014	2015	2016

■ Alcohol-Impaired Fatalities   ■ Total Fatalities

Revised based on final FARS data
Source: FARS

Through this program, fines collected from impaired driving offenders are returned to the counties where the violations occurred to support enforcement and other impaired driving programs at the local level.
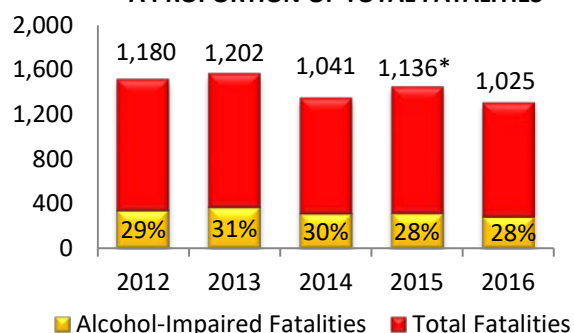
Are You Ready?
FFY 2017 STOP-DWI Crackdowns

Halloween: October 28-October 31, 2016
Thanksgiving: November 23-27, 2016
Holiday Season (National): December 16, 2016 - January 2, 2017
Super Bowl: February 3-5, 2017
St. Patrick's Day: March 17-19, 2017
Memorial Day: May 26-29, 2017
Fourth of July: June30-July 4, 2017
Labor Day (National): August 18-September 4, 2017

As the organization responsible for the oversight of the STOP-DWI program, GTSC is in a position to maximize the opportunities for cooperative efforts, such as statewide enforcement mobilizations in conjunction with national crackdowns and during holiday periods throughout the year.

Since STOP-DWI is self-sustaining, the GTSC is able to use the federal funds received by New York to support a number of other types of impaired driving projects, in addition to supplementing the resources available for statewide enforcement efforts. These include statewide public information campaigns, training programs, multi-agency advisory groups, research studies and projects to enhance state agency programs.

The STOP-DWI Foundation continued to maintain its "Have a Plan" mobile app which is an important resource for the general public and potential impaired drivers. Both the Android and iOS versions of the app were updated in FFY 2017.

During the year, the Foundation worked with a contractor to increase awareness through social media. Two infographics: "Have a Plan for a Great Night" and "The Good Host Checklist" were developed, as well as a 60-second "NYS STOP-DWI History" motion graphic. This video has had 32,000 views and has reached 53,100 people on the STOP-DWI New York Facebook page.

The STOP-DWI Foundation also provided a number of training programs throughout FFY 2017 including two training sessions on "High in Plain Sight" and six trainings on "Recognizing Impaired Persons (RIP)". The attendees at STOP-DWI Foundation training sessions included STOP-DWI Coordinators, educators, police officers, probation officers, District Attorneys, Public Defenders, emergency service personnel and treatment professionals.

Law enforcement training programs to address drug-impaired driving also continued to be a priority. In FFY 2017, twelve 16-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) programs were conducted around the state and a total of 302 police officers completed the training.

The much more intensive three-week Drug Recognition Expert (DRE) Certification Program was conducted in February and again in July and 39 new DREs were certified during 2017. A total of 244 DREs are deployed across the state. In addition, New York increased its DRE instructor pool from 21 to 40 in 2017.

With funding from GTSC, the Institute for Traffic Safety Management and Research (ITSMR) continued to expand and enhance the DRE Data Entry & Management System during FFY 2017. The system has a web-based application and a tablet application that DREs use to submit their evaluations, narratives, and toxicology results into ITSMR's DRE database. These tools also assist the DRE state coordinator in managing the program.

At the annual DRE National Conference held in National Harbor, Maryland in August 2017, New York was recognized for its notable increase in DRE evaluations. New York was ranked first in the nation with a 136% increase in evaluations between 2015 and 2016.

## ASSESSMENT OF PROGRESS

Impaired Driving Targets for FFY 2017

❖ Decrease alcohol-impaired driving fatalities 8 percent from the 2012-2014 calendar base year average of 342 to 315 by December 31, 2017

❖ Decrease the number of persons injured in alcohol-related crashes 2 percent from 5,674 in 2014 to 5,561 by December 31, 2017

❖ Decrease the number of fatalities in drug-related crashes 8 percent from the 2012-2014 calendar base year average of 200 to 184 by December 31, 2017

Status of Performance Measures

Based on the most recent FARS data, alcohol-impaired driving fatalities decreased from 316 in 2015 to 283 in 2016. This change demonstrated greater improvement than the target of 315 set for the end of calendar year 2017.

The downward trend in the number of persons injured in alcohol-related crashes ended in 2016, with an increase to 5,857. Because of this increase, the reduction target of 5,561 set for the end of 2017 may be difficult to reach.

ALCOHOL-IMPAIRED DRIVING FATALITIES*
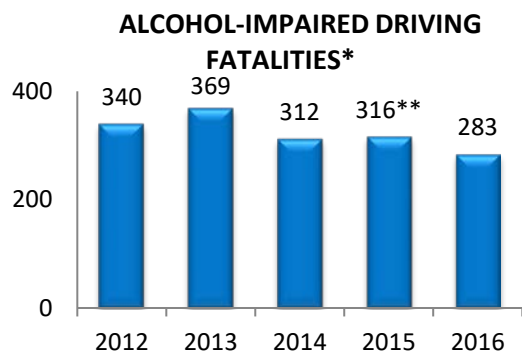
*Based on BAC (.08+) of all involved drivers and motorcycle operators
**Revised based on final FARS data
Source: FARS

ALCOHOL-RELATED INJURIES*
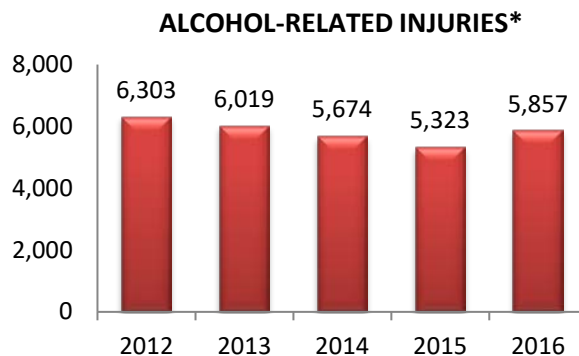

* Police-reported Crashes
Source: NYS AIS / TSSR

Beginning with FFY 2015, the HSSP included a new impaired driving performance measure, fatalities in drug-related crashes. Based on data from New York's AIS, these fatalities increased from 264 in 2015 to 267 in 2016, indicating that the target of 184 set for December 31, 2017 will likely not be achieved.

FATALITIES IN DRUG-RELATED CRASHES*

* Police-reported crashes
Source: NYS AIS / TSSR
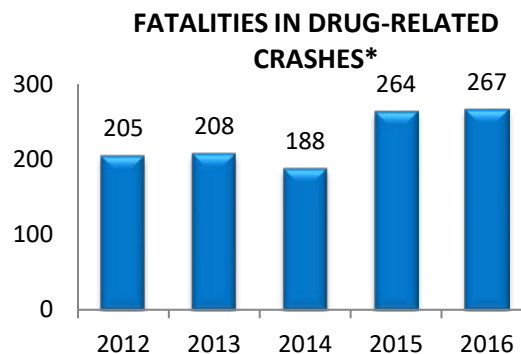
IMPAIRED DRIVING ARRESTS
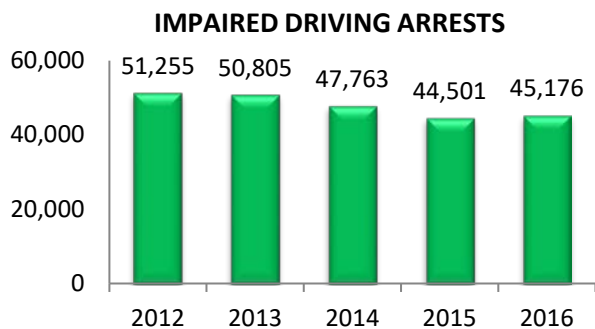
Sources: NYS TSLED System, Suffolk County STOP-DWI and NYPD

Impaired driving arrests have been on a largely downward trend in recent years. Between 2012 and 2016, the number of drivers arrested for impaired driving dropped from 51,255 to 45,176, representing a decrease of 12%.

Impaired driving arrests include the number of drivers arrested for alcohol-related and drug-related violations under VTL 1192.

Annual Survey of New York State Drivers: Results Related to Impaired Driving

Impaired driving is one of the traffic safety issues included in the annual survey of drivers conducted at selected DMV offices beginning in 2010. The first section below provides the results of the questions related to the frequency of drinking and driving behavior and perceptions of the risk of arrest for drinking and driving compiled from the surveys conducted from 2013 to 2017. The second section below presents the results of a question about using drugs and driving, added to the survey in 2017.

Drinking and Driving

| *In the past 30 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?*	2013	2014	2015	2016	2017
0 times	84.3%	87.3%	86.5%	88.6%	86.8%
1 time	6.9%	6.2%	4.7%	4.7%	6.2%
2 times	4.1%	3.1%	5.0%	3.3%	3.3%
3 times	2.7%	0.9%	1.7%	1.1%	1.6%
4 times	0.8%	0.6%	0.6%	0.8%	0.7%
5 or more times	1.2%	1.8%	1.6%	1.4%	1.5%
What do you think the chances are of someone getting arrested if they drive after drinking?	2013	2014	2015	2016	2017
Always	26.4%	30.2%	30.8%	32.7%	31.3%
Most of the time	33.4%	28.7%	29.4%	28.9%	31.1%
Sometimes	32.7%	32.9%	30.9%	30.7%	30.3%
Rarely	5.0%	4.8%	5.3%	3.7%	4.4%
Never	2.6%	3.4%	3.7%	4.0%	2.9%

Source: 2013-2017 Driver Behavior Surveys

- 84%-89% of the survey respondents in each of the five years said they had not driven within two hours after consuming alcohol in the past 30 days.

- 59%-62% of the respondents each year thought a driver would "always" or "most of the time" be arrested for drinking and driving.

Differences by Gender

- Men are consistently more likely than women to drink and drive.

- The proportion of men who reported that they had driven after drinking at least once in the past 30 days was 15%-16% in the years 2014-2017, down from 20% in 2013.

- With the exception of 2016, the proportion of women who said they had driven after drinking at least once in the past 30 days was 10%-11% each year.
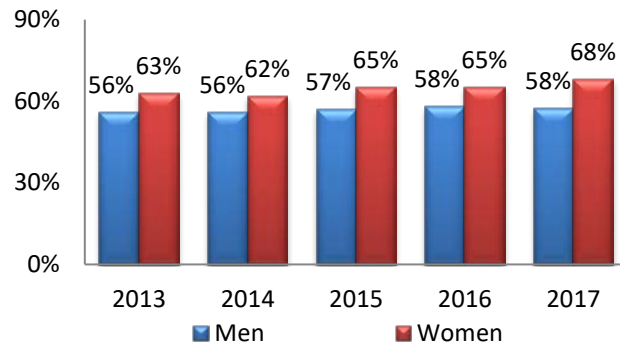

HAVE DRIVEN WITHIN TWO HOURS AFTER DRINKING AT LEAST ONE TIME IN PAST 30 DAYS BY GENDER
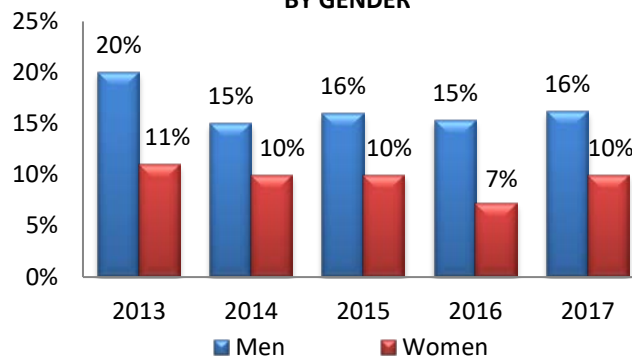
Source: 2013-2017 Driver Behavior Surveys

- Women perceive a greater risk of arrest for drinking and driving than men.

- In 2017, nearly 6 of every 10 men (58%) and 7 of every 10 women (68%) surveyed thought that someone would get arrested "always" or "most of the time" if they drive after drinking.

PERCEPTION THAT A DRINKING DRIVER WOULD BE ARRESTED "ALWAYS" OR "MOST OF THE TIME" BY GENDER
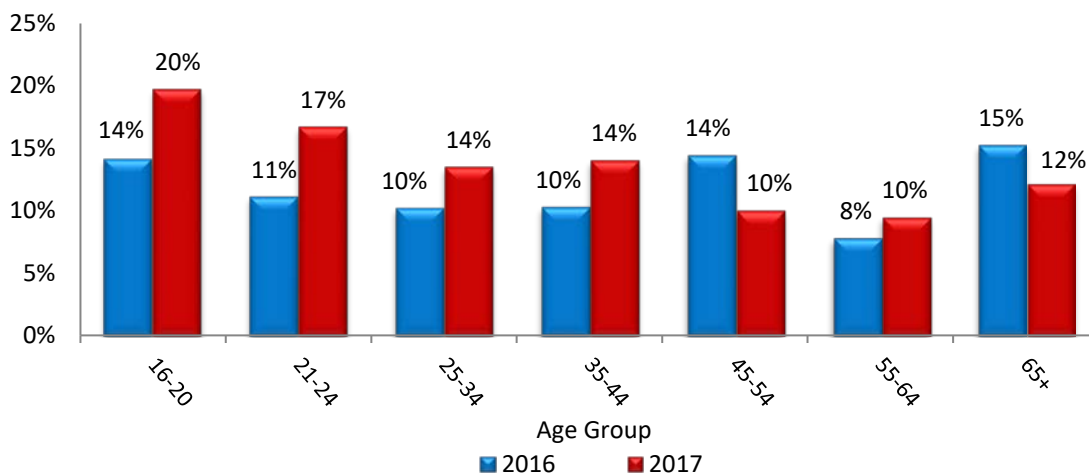

Source: 2013-2017 Driver Behavior Surveys

Differences by Age

Analyses by age group were also conducted for the survey respondents who said they had driven within two hours after drinking at least once in the past 30 days.

- The drivers who reported driving within two hours after drinking at least once in the last 30 days included drivers under the legal drinking age. In 2017, 20% of the drivers under 21 years of age reported driving after drinking, up from 14% in 2016.

- Compared to 2016, the proportion of drivers who said they had driven after drinking in 2017 increased in the three age groups between 21 and 44 and among drivers 55-64 years of age. The largest increase occurred in the 21-24 age group (from 11% to 17%) and the largest drop occurred in the 45-54 age group (from 14% to 10%).

HAVE DRIVEN WITHIN TWO HOURS AFTER DRINKING AT LEAST ONCE IN PAST 30 DAYS BY AGE GROUP: 2016-2017

Source: 2016-2017 Driver Behavior Surveys

- In general, the perception of the risk of getting a ticket decreases with age; in 2017, 65% of the drivers ages 16-20 thought that someone who was drinking and driving would be arrested "always" or "most of the time," compared to 46% of drivers age 65 and older.

- Between 2016 and 2017, the perception of risk of being arrested for driving after drinking decreased the most among drivers ages 21 to 24 (from 71% to 58%) and increased the most among drivers age 65 and older (from 38% to 46%).

PERCEPTION THAT A DRINKING DRIVER WOULD BE ARRESTED "ALWAYS" OR "MOST OF THE TIME" BY AGE GROUP: 2016-2017

Source: 2016-2017 Driver Behavior Surveys
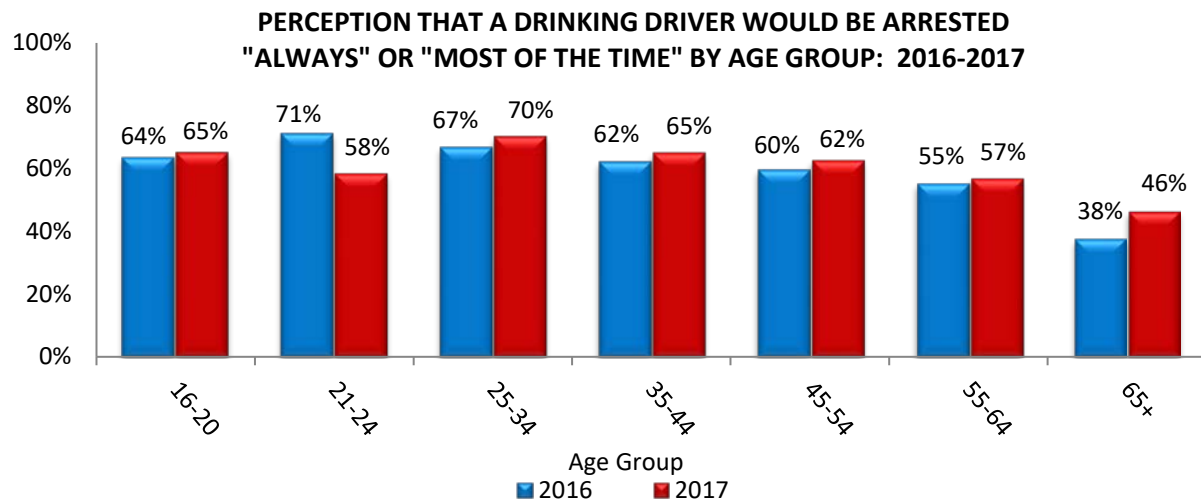
Drugs and Driving

As indicated previosuly, a question on drugs and driving was added to the annual survey in 2017.

- 95% of survey respondents in 2017 reported that in the past 30 days they had not driven within two hours after using drugs.

- In 2017, 4% of the women surveyed said they had driven after using drugs at least once in the past 30 days, compared to 6% of the men surveyed.

In the past 30 days, how many times have you driven a motor vehicle within two hours after using drugs?	
	2017
0 times	94.8%
1 time	1.3%
2 times	1.4%
3 times	1.0%
4 times	0.2%
5 times	1.3%

Source: 2017 Driver Behavior Survey

- Larger proportions of drivers in the younger age groups reported driving within two hours after using drugs at least once in the last 30 days. In 2017, 11% of drivers ages 16-20 reported this behavior, compared with 2%-3% of those surveyed who were 45 and older.

HAVE DRIVEN WITHIN TWO HOURS AFTER USING DRUGS AT LEAST ONCE IN PAST 30 DAYS BY AGE GROUP: 2017

Age Group	Percentage
16-20	11%
21-24	6%
25-34	8%
35-44	6%
45-54	2%
55-64	2%
65+	3%
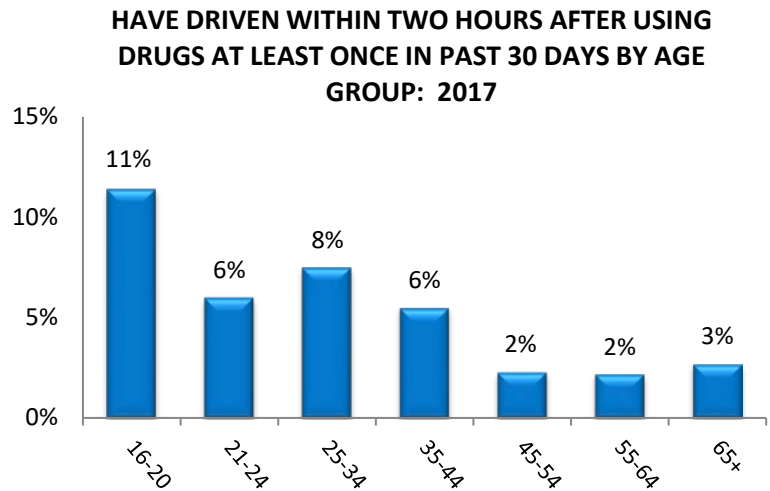
Source: 2017 Driver Behavior Survey

IMPAIRED DRIVING PROJECTS AND ACTIVITIES FUNDED IN FFY 2017

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Impaired Driving program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2017 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2017 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Enforcement of Impaired Driving Laws

"Drive Sober or Get Pulled Over"

In FFY 2017, New York's "Drive Sober or Get Pulled Over" enforcement and education initiative incorporated the slogan, "Have a Plan." The campaign is a cooperative effort involving the State Police, County Sheriffs and local police agencies. The NYS STOP-DWI Foundation also encourages county STOP-DWI Programs across the state to develop and conduct coordinated county-based enforcement efforts.

The national crackdown periods coincide with the times when large numbers of impaired drivers are likely to be on the roadways—Halloween, Thanksgiving, December Holiday Season, Super Bowl, St. Patrick's Day, Memorial Day, the 4th of July and late summer into Labor Day. In FFY 2017, each county was asked to develop multi-agency efforts utilizing saturation patrols and checkpoints involving their local DREs. In addition, counties were reimbursed for expenses for DRE call outs throughout the grant period. Forty-four counties participated; each county tailored their efforts to personnel availability and activities significant to their community. Due to the cooperation and support of all county STOP-DWI program coordinators statewide, there was widespread participation by the police agencies across New York State during the crackdowns. In addition to specific target saturation patrols and checkpoints, each enforcement detail required the onsite availability of a certified Drug Recognition Expert.

The results of the grant-funded crackdown initiative in FFY 2017 are as follows:

- 19 counties and 49 agencies participated in the Halloween Crackdown resulting in 21 DWI/DWAI arrests, 2 DWAI-Drugs only arrests, 203 other arrests and 197 VTL summonses.

- 29 counties and 93 agencies participated in the Thanksgiving Crackdown period resulting in 72 DWI/DWAI arrests, 7 DWAI-Drugs only arrests, 53 other arrests and 841 VTL summonses.

- 29 counties and 87 agencies participated in the Holiday Season Crackdown resulting in 65 DWI/DWAI arrests, 6 DWAI-Drug only arrests, 77 other arrests and 779 VTL summonses.

- 24 counties and 74 agencies participated in the Super Bowl Crackdown resulting in 27 DWI/DWAI arrests, 2 DWAI-Drug only arrests, 35 other arrests and 417 VTL summonses.

- 33 counties and 124 agencies participated in the St. Patrick's Day Crackdown resulting in 68 DWI/DWAI arrests, 3 DWAI-Drug only arrests, 76 other arrests and 964 VTL summonses.

- 32 counties and 109 agencies participated in the Memorial Day Crackdown resulting in 88 DWI/DWAI arrests, 6 DWAI-Drug only arrests, 71 other arrests and 945 VTL summonses.

- 33 counties and 93 agencies participated in the 4th of July Crackdown resulting in 91 DWI/DWAI arrests, 11 DWAI-Drug only arrests, 76 other arrests and 890 VTL summonses.

- 38 counties and 127 agencies participated in the Labor Day Crackdown resulting in 132 DWI/DWAI arrests, 17 DWAI-Drug only arrests, 149 other arrests and 1,983 VTL summonses.

Last Drink Location

The NYS Division of Criminal Justice Services (DCJS) and the New York State Police are making information available on the last location where an arrested impaired driver drank, as well as the exact location of the arrest, to all STOP-DWI programs throughout the state. The data are collected through the breath test instruments used at the time of the arrest. The location data are being used by STOP-DWI and law enforcement agencies to develop programs in various counties to work with local establishments with liquor licenses to prevent intoxicated patrons from being served and then driving from the establishment in an impaired condition. This information also provides an invaluable tool to law enforcement in their targeted impaired driving enforcement efforts.

DCJS Impaired Driver Training and Technology Program

With funding provided by a GTSC grant, the NYS Division of Criminal Justice Services (DCJS) distributed 50 Alco-Sensor FST alcohol screening devices to New York State law enforcement, probation and parole agencies in FFY 2017. This equipment provides these agencies with state-of-the-art tools to aid in their impaired driving programs.

Approximately 892 evidential breath test devices were repaired and certified for use by local law enforcement and all quarterly Last Drink and Arrest Location Reports (inclusive of Leandra's Law Data) were disseminated via eJustice NY. In addition, the software on 362 DataMaster DMT instruments has been fully updated, providing Ethernet connectivity that allows real-time, accurate and secure transmission of impaired driving data to aid in enforcement, adjudication, education and the prevention of impaired driving offenses. This project will continue until all 520 instruments are Ethernet

compatible. The Alcohol Reference Standard was delivered to approximately 400 police agencies statewide on a bi-monthly basis for use in their evidential breath test programs.

In FFY 2017, the Office of Public Safety (OPS) staff administered, facilitated, documented and/or oversaw the training of 2,485 municipal law enforcement officers on the use of the DataMaster DMT. This total includes officers who attended the Breath Analysis Operator course, Breath Analysis Operator Instructor course and Breath Analysis Recertification courses.

In addition, a total of 1,123 police officers attended Standardized Field Sobriety Testing courses, including the Standardized Field Sobriety Instructor course and Standardized Field Sobriety Testing student course. The Crash Management Series and the University of North Florida Institute of Police Technology and Management courses were attended by 243 police officers. Sixty-two police officers attended the DWI Documentation and Courtroom Testimony Course developed by OPS staff to insure appropriate documentation and prosecution of impaired driving offenses.

The OPS also continued to present its course entitled The Impaired Driver – From the Arrest to the Test. This course is designed to train prosecutors on the technology, physiology, and documentation of the detection, arrest and processing of the impaired driver. A total of 239 participants have attended the course since its inception in FFY 2015.

In total, during FFY 2017, the OPS provided quality training to 3,915 municipal law enforcement officers across the state.

Prosecution and Adjudication of DWI Offenders

Prosecutor Training

During FFY 2017, the New York Prosecutors Training Institute (NYPTI) provided training to prosecutors and law enforcement officers on a variety of topics to improve the investigation and prosecution of impaired driving cases throughout New York State. Specific topics included: standardized field sobriety tests, defense challenges surrounding breath tests, crash reconstruction, distracted driving, ethical issues in vehicular crimes prosecutions, trial advocacy training for new prosecutors, and trial technology training for vehicular crimes prosecutors. Most of the live training sessions were recorded to make them available for Continuing Legal Education credit for those unable to attend the live course. Under this project, GTSC also continued to fund two Traffic Safety Resource Prosecutors (TSRPs) to assist New York State prosecutors with impaired driving prosecutions. Hundreds of prosecutors are trained by the TSRPs annually and have access to information from NYPTI and the TSRPs via a statewide listserv, NYPTI's Prosecutors' Encyclopedia and NYPTI's public website www.nypti.org.

Toxicologist Training

The New York State Police Forensic Laboratory System provides alcohol and drug testing for state and local agencies throughout New York. Continuing education is critical to the toxicologists' role in highway safety; these professionals need to be kept up-to-date on the latest technology enhancements for testing, as well as the current state of research on the effects of alcohol and drugs on driving performance. With funding from the GTSC, toxicologists from the New York State Police Forensic Investigation Center were able to receive scientific training from both national and international experts over the past year. The training venues included the Society of Forensic Toxicologists (SOFT) Annual Meeting, the American Academy of Forensic Sciences (AAFS) Annual Meeting, and the International Association of Chemical Testing (IACT) Annual Meeting. Staff also attended specific training in method

development/validation, accreditation for breath calibration laboratories, and pharmacology (online). These activities are essential to maintaining expert witness qualifications.

Being active members of the forensic toxicology profession allows NYSP staff to serve in critical roles shaping the future of forensics on both a state and national level. NYSP Toxicology staff are members of the National Institute of Standards and Technology (NIST) Organization of Scientific Area Committees (OSAC) Toxicology Subcommittee which is developing standards of practice for forensic toxicology; the National Safety Council's Alcohol, Drugs and Impairment Division which publishes guidelines for DUID laboratories; the SOFT/AAFS Drugs & Driving Committee which is assisting labs to meet those published guidelines; and the IACT Training Committee which provides high quality breath and blood alcohol training.

Improvement of Toxicology Services for Impaired Driving Enforcement

Forensic toxicology services are essential to the effective enforcement of New York's impaired driving laws. The volume and complexity of the testing needed to support the state's impaired driving investigations has far exceeded the resources available within the laboratories. GTSC is supporting the toxicology labs throughout New York by updating aging laboratory equipment and investing in toxicologist training. GTSC has partnered with the New York State Police Crime Laboratory (the largest provider of impaired driving toxicology services in the state) to develop a sustainable staffing model that will provide the necessary toxicology services throughout the state. Due to the lengthy hiring process and intense training program, the benefits of this partnership will develop over the next several years. Outcomes will include faster turn-around times for lab results, an increase in the number of drugs that can be detected, and the addition of quantitative services. During FFY 2017, the median turn-around time for toxicology cases at the NYSP laboratory continued to decrease, with a further 30% reduction accomplished during the grant cycle. The backlog also continued to decrease with an additional 32% reduction during this time period. Aging drug screening equipment was replaced. Due to efficiency improvements at the lab, three instruments were able to be replaced with just two new instruments. The NYSP Toxicology section also conducted a Lean Six project to thoroughly examine all processes and ensure that resources are being utilized in the most efficient manner, while maintaining the highest quality.

DWI Offender Treatment, Monitoring, Control

NYS Office of Probation and Correctional Alternatives (OPCA) Traffic Safety and Sanctions Project

The Child Passenger Protection Act or "Leandra's Law" was signed into law in New York State on November 18, 2009. One of the key provisions of this important law, effective December 18, 2009, made DWI with a child under 16 years of age in a motor vehicle a Class E felony offense. As of October 20, 2017, 6,839 drivers have been arrested for violating this provision of Leandra's Law.

A second provision of Leandra's Law is the requirement that individuals convicted of DWI must install an ignition interlock device in any motor vehicle they "own or operate." Since the August 15, 2010 effective date of this provision, through June 20, 2017, a total of 32,144 ignition interlock devices (IIDs) have been installed in the vehicles of drivers convicted of DWI. The Division of Criminal Justice Services (DCJS) Office of Probation and Correctional Alternatives (OPCA) is responsible for developing regulations and monitoring the implementation of the IID program.

Leandra's Law was updated in 2013 to include a number of important changes including: requiring a minimum IID installation period of 12 months; allowing IIDs installed in advance of sentencing to be applied to the required installation period; confirming that the law applies to Youthful Offenders in full; and requiring offenders who do not install an IID to assert under oath that they do not own and will not operate a vehicle. Major activities conducted in FFY 2017 are described below.

- The annual Qualified Manufacturers Audit of their Installation/Service Providers was initiated, requiring that the Qualified Manufacturers audit all locations in the state in order to ensure compliance with the regulatory provisions that govern their work.

- OPCA staff conducted a number of on-site visits:
    - Three Installation/Service Providers to ensure that the vendors are in compliance with all regulatory and contractual obligations
    - Twelve probation departments where they held discussions with each team, reviewed DWI case files and provided feedback to help guide best practice

- Using maps provided by the Office of Information Technology Services (ITS), an OPCA representative communicated with manufacturers as needed to address any gaps in service coverage within a circle encompassing a 50-mile radius from the location of each provider.

- OPCA staff prepared a Request for Applications (RFA) to establish an application and review process for additional IID manufacturers to qualify in providing services in the state.

- OPCA staff provided training on the requirements of New York's IID Program, IID non-installer enforcement and NYS Vehicle and Traffic Law §1198 to the following groups:
    - Two DWI Judicial Seminars in April 2017 for 227 attendees
    - Three sessions for probation, local law enforcement and District Attorney's offices during April and May 2017 for 106 persons

- In August 2017, OPCA hosted the Eighth Annual New York State Ignition Interlock Conference, with over 115 people in attendance. In addition to a review of national and state statistics, the agenda included the topic of IID Non-Installer Enforcement and an overview of the Quality Assurance Program.

- OPCA staff reviewed IID-related programs overseen by NYS DMV, OASAS, DOH and the Office of Justice Court Support.

Prevention, Communications, Public Information and Educational Outreach

STOP-DWI Foundation Training and PI&E Outreach

The Foundation has entered into a contract for a monthly monitoring system for its "Have a Plan" mobile app. The app runs on the iOS, Android and Windows platforms. The monitoring system provides regular reports on the total number of app downloads, the total number currently installed and the most popular installed version. There have been 11,600 mobile app downloads since its inception in August 2014.

Educational and promotional materials continued to be developed and distributed to further promote the app. The majority of the users fall within the target group of 18-34 years of age.

The Foundation contracted with Column Five Media to increase awareness through social media. Under this contract, a 60-second "NYS STOP-DWI History" motion graphic (http://stopdwi.org) was developed and is available on both YouTube and Vimeo for download and viewing. This video has had 32,000 views and has reached 53,100 people on the STOP-DWI New York Facebook page.

In addition, two infographics have been developed: "Have a Plan for a Great Night" (http://stopdwi.org/content/have-plan-flowchart-quiz) and a "Good Host Checklist" (http://stopdwi.org/content/good-host-checklist).

The NYS STOP-DWI Foundation also sponsored several training events during FFY 2017:
- Two trainings per region were offered for "High in Plain Sight." This training is a comprehensive course on the latest alcohol and drug use trends. These trainings reached 1,076 people.
- Six trainings were conducted for "Recognizing Impaired Persons." This course teaches attendees the signs and symptoms of probable alcohol misuse and probable drug use. These trainings reached 198 people.

Underage Drinking and Alcohol-Impaired Driving

New York State Police Impaired Driver Identification and Underage Drinking Enforcement Program

In FFY 2017, the New York State Police continued to conduct a comprehensive multifaceted strategy which included the following components: deterrence, detection, officer training, public education and underage enforcement. Each Troop developed specific action plans for targeting impaired driving issues within the Troop. The following is a list of activities that were conducted during the grant period:

- ***Underage Drinking Identification Details:*** The State Police conducted a cumulative total of 162 Underage Drinking Identification (UDI) enforcement details during which 2,311 retail stores and 220 bars and taverns were checked. Of these, 186 bars (85%) and 2,126 retail stores (92%) were in compliance. The details resulted in 203 arrests for violations of the ABC law and 146 arrests for violations of the Penal Law.

- ***Sobriety Checkpoints:*** Each Troop conducted, at a minimum, one checkpoint each month; multi-agency checkpoints were also conducted. In total, 226 fixed sobriety checkpoints were conducted, resulting in 345 DWI and 291 criminal arrests.

- ***Dedicated DWI Patrols:*** Each Troop conducted, at a minimum, two dedicated DWI details per month per zone and two additional details at other locations identified by the Troop. Overall, 1,118 dedicated DWI patrols were conducted resulting in 270 DWI and 291 criminal arrests.

- ***Training:*** Division DRE instructors assisted with the DRE schools conducted in Canandaigua and Oneida, a DRE Instructor School and field certification training. At GTSC's request, Division instructors also assisted with ARIDE training events. Standardized Field Sobriety Testing training

was provided to all recruits attending the Basic School at the New York State Police Academy. Division personnel also assisted the New York Prosecutors Training Institute (NYPTI) with four impaired driving training sessions for prosecutors.

- ***National Holiday Crackdown:*** During the National Holiday Crackdown and New Year's period, the State Police conducted 15 Sobriety Checkpoints resulting in 25 DWI arrests and 46 dedicated DWI patrols resulting in 12 DWI and 20 criminal arrests. Also during this time period, 17 Underage Drinking Identification details were conducted; 2 of the 3 bars checked, as well as 243 of the 272 retail establishments were in compliance. A total of 27 arrests for violations of the ABC law and 15 Penal Law arrests were made. During the New Year's weekend, the State Police conducted 10 Sobriety Checkpoints, making 12 DWI arrests. Statewide, Troopers arrested 125 individuals for DWI.

- ***Public Information and Education:*** Efforts continued to develop effective PI&E materials for both DWI and underage drinking issues. In a coordinated effort among programs (seatbelts, motorcycle and speed enforcement), information cards as well as other commodities were purchased emphasizing the necessary combined messages. These PI&E materials were developed and disseminated statewide to schools and at fairs and other events.

Operation Prevent – Stop Bad ID

Operation Prevent is an underage drinking enforcement initiative conducted by the DMV Division of Field Investigation with state and local law enforcement partners throughout the state. The program is designed to prevent underage drinking at a variety of venues where minors may use counterfeit or altered identification to purchase alcohol. Target venues are identified in collaboration with local police agencies, county STOP-DWI coordinators, the State Liquor Authority and other agencies that may provide reliable information about establishments serving underage drinkers.

In addition to preventing underage drinkers from obtaining alcohol, a goal of the program is to identify the source(s) of the counterfeit or altered identification documents. Investigations into this aspect of the program seek to shut down the counterfeiting operation or to identify purveyors of fraudulent documents available through the internet. The Division of Field Investigation (DFI) has identified numerous websites selling counterfeit driver licenses from all over the world. Between FFY 2007 and FFY 2017, DFI investigators have visited 1,425 establishments/venues that serve alcohol, seized 5,754 illegal identity documents from patrons who were under the age of 21, and made 6,987 arrests.

Drugged Driving

Drug Recognition Expert Statewide Coordinator

The Drug Recognition Expert (DRE) program continues to be coordinated in New York by a member of the GTSC staff. The State Coordinator is responsible for coordinating and scheduling training programs that provide existing DREs the opportunity to maintain certifications that adhere to the national and New York State standards. In a continuing effort to provide the most efficient and relevant training, the State Coordinator, in conjunction with the Technical Advisory Panel (TAP), is tasked with the oversight, review and implementation of the training curriculum and sets the standards for instructor qualifications and certifications.

DRE Training Programs

The GTSC staff coordinates the state's Drug Recognition Expert (DRE) program through the DRE Steering Committee. The committee has been working with the state's enforcement agencies to ensure that as

many officers as possible maintain certification in the SFST and DRE programs. The DRE course was offered in February 2017 and July 2017 and 39 new Drug Recognition Experts were trained and certified. A total of 244 DREs are now deployed across the state.

Advanced Roadside Impaired Driving Enforcement (ARIDE)

The Advanced Roadside Impaired Driving Enforcement (ARIDE) training program has been implemented in New York since FFY 2008. The two-day ARIDE course is intended to bridge the gap between the Standardized Field Sobriety Testing (SFST) training all police officers in New York receive in the Basic Course for Police Officers and the Drug Recognition Expert (DRE) training courses completed by a relatively select group of officers. The objectives of the ARIDE course are to train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol or a combination of both, in order to reduce the number of impaired driving incidents and crashes which result in serious injuries and fatalities. In FFY 2017, twelve training programs were conducted in various parts of the state; approximately 302 police officers completed the ARIDE training this year.

Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program

Institute for Traffic Safety Management and Research
Impaired Driving Research Projects
Fact Sheets, Presentations and Research Studies

In FFY 2017, the Institute for Traffic Safety Management and Research (ITSMR) compiled the following Fact Sheets:

- Alcohol-Related Crashes: 2011-2015
- Drug-Related Fatal and Personal Injury Crashes: 2011-2015
- Impaired Driving Crashes and Arrests: 2011-2015
- Alcohol and Drugged Driving Arrests (TSLED only): 2011-2015
- DWI Recidivism: 1999, 2009, 2012 and 2015

These fact sheets are available on the ITSMR website (www.itsmr.org).

ITSMR project staff also prepared a number of PowerPoint presentations on the topic of impaired driving for delivery at statewide and national meetings. These include:

- *Drug Recognition Expert Data Entry & Management System.* Presented at the NHTSA Regions 1 & 2 Impaired Driving Summit, Suffern, NY, March 2017.
- *Drug Recognition Expert Data Entry & Management System*. Presented at the Association of Traffic Safety Information Professionals (ATSIP) Traffic Records Forum, New Orleans, August 2017.

- *Alcohol-Impaired Driving in New York State*. Presented at the NYS Office of Probation and Correctional Alternatives Annual Ignition Interlock Manufacturers' Conference, Albany, August 2017.

Three studies on impaired driving were conducted in FFY 2017. Finalized research notes are available on ITSMR's website (www.itsmr.org).

- *Drivers Ticketed for Drug-Impaired Driving on New York Roadways: 2011-2015* (March 2017)
- *Impaired Driving Crashes on New York Roadways: 2011-2015* (January 2017)
- *Recidivism in New York State: A Status Report* (January 2017)

Three additional studies were initiated in FFY 2017 and are expected to be completed in FFY 2018:

- *Drug Involvement in Fatal and Personal Injury Crashes on New York Roadways: 2012-2016*
- Study on BAC Reporting and BAC Levels
- Study on Chemical Test Refusals

Enhancement of the Drug Recognition Expert (DRE) Data Entry & Management System

ITSMR continued to expand and enhance the DRE Data Entry & Management System during FFY 2017. The system has a web-based application and a tablet application. The tablet can be used by DREs in the field to submit their evaluations, narratives, and corresponding toxicology results into ITSMR's DRE database. Version 4.12 of the tablet application, issued in December 2016, includes:

- Ability to write a narrative within the application itself, using pre-populated data from the completed evaluation
- Ability to send a pdf file directly from the DRE application to a recipient via the secure server rather than an email client

Version 4.2 of the tablet application, released on October 23, 2017, includes these features:

- Review Function: Allows the DREs to submit their evaluations and narrative reports to an Instructor for review prior to the data being submitted to the database
- Management Console: Provides the State Coordinator the ability to search for evaluations within the system based on any of the data fields, giving the State Coordinator the ability to manage the program and monitor the activity of Drug Recognition Experts in real time.

ITSMR staff, with the assistance of GTSC staff, ensured that the tablets being used by each of New York's DREs were up-to-date with the current software and operating systems. A more stringent inventory system was put into place.

ITSMR created a Technical Advisory Group that includes DREs and State Coordinators from the 4 states (Vermont, Connecticut, Ohio, and West Virginia) that have signed License Agreements with ITSMR along with New York. The panel met on January 23, 2017, to discuss future system enhancements, many of which were incorporated into Version 4.2. A second meeting was held on August 13, 2017, in National Harbor, Maryland, at the Annual IACP DRE Conference. Representatives from 3 additional states (Massachusetts, Delaware, and Indiana) joined the group. ITSMR demonstrated the new release and discussed next steps for the application.

Training and Technical Support

ITSMR staff continued to provide training and technical support to all DREs using the tablet and web applications during FFY 2017. A Train the Trainer session was conducted at the annual DRE Instructor meeting in Canandaigua in November; 31 DRE Instructors received training on the new DRE Data Entry & Management System applications. ITSMR staff conducted three regional training sessions targeting existing DREs in Canandaigua (1/10), Albany (1/12), Bethpage (1/13), and Clifton Park (3/28). A total of 190 DREs attended the regional trainings.

ITSMR staff participated in the training of new DREs in February (Canandaigua) and July (Utica) and assisted at two Field Certification sessions in March (Jacksonville); a total of 18 new DREs were trained. ITSMR staff configured and assigned tablets for new DREs in addition to training the DREs in the use of the tablet and web application.

ITSMR staff continued to troubleshoot technical issues and respond to questions from DREs using the tablet and web applications during FFY 2017. ITSMR staff also continued to maintain/upgrade hardware, software and the applications involved, as needed.

POLICE TRAFFIC SERVICES

The Police Traffic Services (PTS) program consists of the cooperative efforts of police agencies across New York State to reduce crashes, personal injuries and fatalities through enforcement of the state's Vehicle and Traffic Law (VTL). In 2016, police agencies in New York issued approximately 3,576,000 tickets, a 2% increase over the approximately 3,506,000 tickets issued in 2015.

The proportion of tickets issued by the enforcement agencies at the various jurisdictional levels is shown in the chart to the right. In 2016, the New York City Police Department (NYPD) issued 29% of the tickets, other local police departments issued 27%, another 28% were written by the State Police, and county enforcement agencies issued 16%. The distribution of tickets by enforcement agency type has remained fairly consistent for the past several years.

PROPORTION OF TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2016
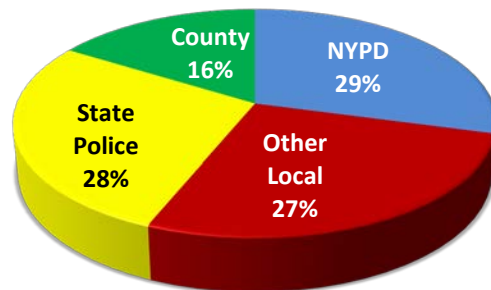
Sources: NYS TSLED and TVB systems / TSSR

Each year, a significant portion of GTSC's available grant funds is awarded to law enforcement agencies at the state, county and local level. To ensure the effectiveness of New York's statewide enforcement program, New York's Evidence-Based Traffic Safety Enforcement Plan includes the following components: 1) data-driven problem identification to determine what is occurring, where, when, why and how it is occurring and who is involved; 2) implementation of evidence-based strategies to ensure that enforcement resources are used effectively; and 3) continuous oversight and monitoring of enforcement strategies and, when necessary, adjustments to accommodate shifts and changes in highway safety priorities. In FFY 2017, GTSC staff conducted regional training sessions to assist police agencies in developing data-driven PTS grant applications consistent with the state's evidence-based enforcement plan.

GTSC works with its traffic safety partners to create and implement new innovative programs each year. One example is "Speed Awareness Week," a high-visibility enforcement blitz aimed at reducing speed-related crashes. GTSC guided police agencies to set up targeted speed enforcement details on roadways where data indicates there is a crash issue related to speed. Police agencies were also encouraged to promote the campaigns in their communities and alert media and the courts that increased speed enforcement will be occurring. The New York State Police (NYSP) ran two successful "Speed Awareness Week" campaigns in June and August 2017. During this period 17,132 speed-related tickets were issued, 4,274 from targeted speed enforcement details.

The NYSP conducted another successful set of initiatives during FFY 2017 related to distracted driving, in particular, enforcement of cell phone and texting violations. These initiatives resulted in the NYSP issuing more than 8,700 tickets for cell phone, texting and other Vehicle and Traffic Law violations. One program, called "Operation Hang Up," focused on motorists who use their cell phone and other

electronic devices while driving. Two five-day waves in November 2016 and April 2017 yielded 2,812 tickets for talking and texting while driving.

Law enforcement training programs are another important component of New York's PTS program. One example is the newly designed train-the-trainer Pedestrian Safety Training Workshop, developed collaboratively between state and federal partners to support the enforcement goals in the state's Pedestrian Safety Action Plan (PSAP). Eighty law enforcement officers from 32 police agencies attended the workshops, held in Suffolk, Nassau and Albany counties. Officers learned about the state's plan to address pedestrian injuries and fatalities, relevant vehicle and traffic laws, pedestrian crash issues and education and enforcement countermeasures.

Another example is the commercial motor vehicle training provided by GTSC and its federal and state partners to police officers from local agencies. The intent of the training is to provide local law enforcement with the information and tools to be better equipped and prepared to contend with crashes and traffic violations involving commercial motor vehicles. Locations for the training are set through a data-driven approach to determine counties and areas of the state that are overrepresented in commercial vehicle crashes. In FFY 2017, an additional regional training program was held in the Suffolk County Police Academy, where 55 municipal, county and state university law enforcement officers representing 17 individual police agencies from Nassau, New York, Suffolk and Westchester counties were trained and certified.

New York State's Evidence-Based Traffic Safety Enforcement Program

In FFY 2015, New York developed an Evidence-Based Enforcement (E-BE) plan describing the planning, management and monitoring processes used in its E-BE program required in 23 CFR 1200.11(c). New York's comprehensive plan combines the enforcement efforts in all program areas. The full plan was submitted to NHTSA for review and received final approval in June 2015. A summary of the key components of the plan is provided below. Information on New York's E-BE plan is also included in the FFY 2017 Highway Safety Annual Report, Statewide Highway Safety Program section.

To ensure that New York's traffic safety enforcement grant funds are deployed based on data-driven problem identification, GTSC identifies the statewide geographic and demographic areas of concern through analyses of crash data. GTSC then identifies police agencies with traffic enforcement jurisdiction in the most problematic areas, and through its Highway Safety Program Representatives and Law Enforcement Liaison networks, conducts outreach to encourage agencies to apply for grant funds. Using the state's priority areas as the framework, GTSC's PTS grant program is the primary funding effort to direct traffic enforcement grant funds to New York's police agencies. Enforcement efforts described under other program areas are planned, implemented and monitored in accordance with the state's E-BE plan.

The PTS grant application form guides agencies through the process of using local crash and ticket data to identify problem areas specific to their communities. Police agencies are required to correlate crash-causing traffic violations or driver behaviors with specific times and locations in their jurisdictions so officer resources are allocated to details directly related to the identified problems. As part of the PTS application, the agency completes the "Agency Specific Crash and Enforcement Data Sheet" which includes demographic, crash and ticket data documenting the traffic safety problem they have identified. Based on these analyses, applicants complete a data-driven "Work Plan" which presents their proposed countermeasures and enforcement strategies.

During the PTS grant review process, GTSC scores applications based on the data and problem identification process, the strength of the work plan, the past performance of the agency, and crash and ticket trends in the jurisdiction. Once a grant is awarded, Program Representatives, accompanied by Law Enforcement Liaisons if requested, conduct on-site monitoring visits to review the grant activities and discuss with grantees the impact the enforcement activities may be having in their jurisdictions. During monitoring contacts, Program Representatives also reinforce the message that enforcement resources should be deployed to areas at times when problems are known to occur.

During the grant period, grantees are required to submit two progress reports which include a narrative describing grant activities and data on crashes and tickets issued during the reporting period. GTSC reviews these reports to assess the progress resulting from the agency's data-driven enforcement activities. This information is used to adjust the agency's operational plans for subsequent mobilizations and other high visibility enforcement activities and to determine the agency's eligibility for future awards.

ASSESSMENT OF PROGRESS

Police Traffic Services Targets for FFY 2017

❖ Decrease speeding-related fatalities 2 percent from 322 in 2014 to 316 by December 31, 2017

❖ Decrease fatal and personal injury crashes involving texting or cell phone use 2 percent from the 2012-2014 calendar base year average of 377 to 369 by December 31, 2017

Status of Performance Measures

SPEEDING-RELATED FATALITIES

*Revised based on final FARS data
Source: FARS

TICKETS ISSUED FOR SPEEDING VIOLATIONS
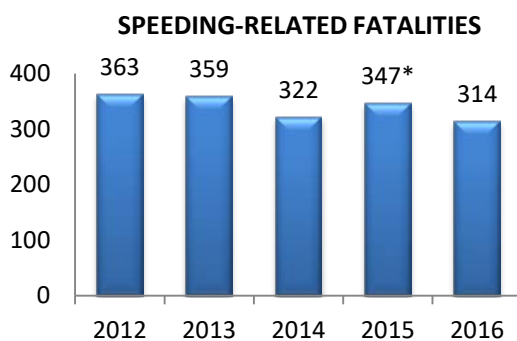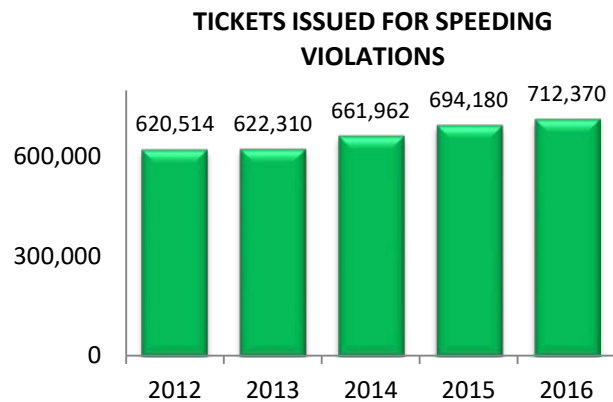
Sources: NYS TSLED and TVB systems / TSSR

Speeding-related fatalities reached a ten-year low of 314 in 2016, exceeding the target of 316 set for the end of calendar year 2017.

Since 2012, the number of tickets issued for speeding violations has been on an upward trend reaching over 712,000 in 2016, representing an increase of 15% between 2012 and 2016. During the same time period, speeding-related fatalities decreased 13% (363 in 2012 vs. 314 in 2016).

The second performance measure set for PTS relates to the dangerous behavior of texting or talking on the phone while driving.

FATAL & PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE OR TEXTING*

Police-reported crashes
Source: NYS AIS / TSSR
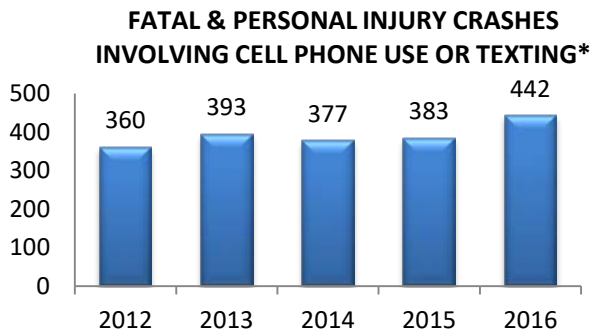
Over the five-year period, 2012-2016, the number of fatal and personal injury crashes where cell phone use or texting was cited as a contributing factor has fluctuated. Because these crashes increased 15%, from 383 in 2015 to 442 in 2016, the target of 369 set for December 31, 2017, may be difficult to reach.

Annual Survey of New York State Drivers: Results Related to Speeding

Unsafe speed is one of the major traffic safety topics included in the survey of drivers conducted annually at five Department of Motor Vehicles offices. Beginning with the 2012 survey, drivers were asked how frequently they exceed the speed limit by more than five miles an hour. The table below shows the results of the questions related to the frequency of speeding behavior and the perceptions of the risk of being ticketed for speeding compiled from the surveys conducted 2013-2017.

How often do you drive more than 5 mph over the speed limit?	2013	2014	2015	2016	2017
Always	11.1%	11.1%	12.5%	11.5%	12.4%
Most of the time	28.3%	25.5%	23.3%	26.1%	26.0%
Sometimes	36.8%	38.5%	38.1%	38.9%	37.4%
Rarely	13.5%	14.2%	15.4%	12.9%	13.4%
Never	10.2%	10.6%	10.7%	10.7%	10.8%
What do you think the chances are of getting a ticket if you drive more than 5 mph over the speed limit?	**2013**	**2014**	**2015**	**2016**	**2017**
Always	8.1%	6.9%	9.2%	8.3%	10.0%
Most of the time	12.9%	12.5%	14.2%	13.5%	14.1%
Sometimes	36.7%	36.9%	37.4%	37.9%	34.3%
Rarely	33.1%	34.4%	30.2%	30.3%	31.7%
Never	9.3%	9.3%	9.0%	9.9%	9.9%

Source: 2013-2017 Driver Behavior Surveys

- 36%-39% of the drivers surveyed each year, 2013-2017, reported that they "always" or "most of the time" drive more than 5 mph over the speed limit.

- In 2017, 24% of the drivers thought they would "always" (10%) or "most of the time" (14%) get a ticket for driving more than 5 mph over the speed limit, up from 19% in 2014.

- 39%-44% of the drivers surveyed each year thought they would "rarely" or "never" be ticketed for driving more than 5 mph over the speed limit.

- The perception of the risk of getting a ticket for speeding is lower than the perception for other violations; in the 2017 survey, 62% of the respondents thought a driver would "always" or "most of the time" be arrested if they were driving after drinking and 54% thought a driver would "always" or "most of the time" get a ticket if they failed to use their seat belt, compared to 24% of the respondents who thought they would "always' or "most of the time" get a ticket for speeding.

Differences by Gender

Reported behaviors and perceptions related to speeding differed between men and women and among drivers in different age groups.

- Men are more likely to speed than women.

- In the five surveys conducted 2013-2017, 31%-34% of the female drivers said they drive more than 5 mph over the speed limit "always" or "most of the time" compared to 39%-45% of the male drivers.
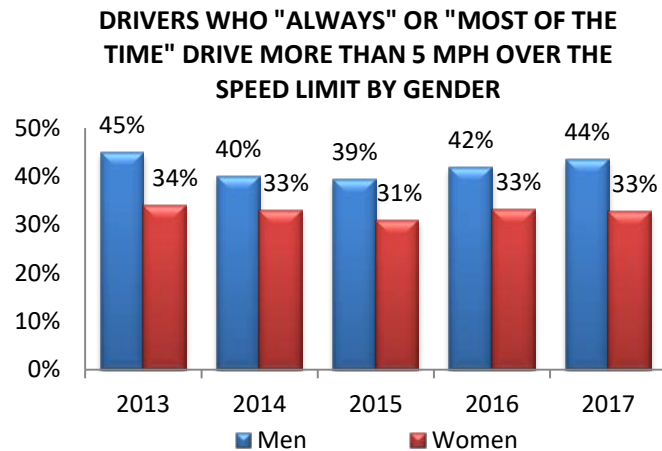
- Women consistently perceive a greater risk of getting a ticket for speeding than men; in 2017, 20% of the men and 29% of the women thought they would "always" or "most of the time" get a ticket for going more than 5 mph over the speed limit.
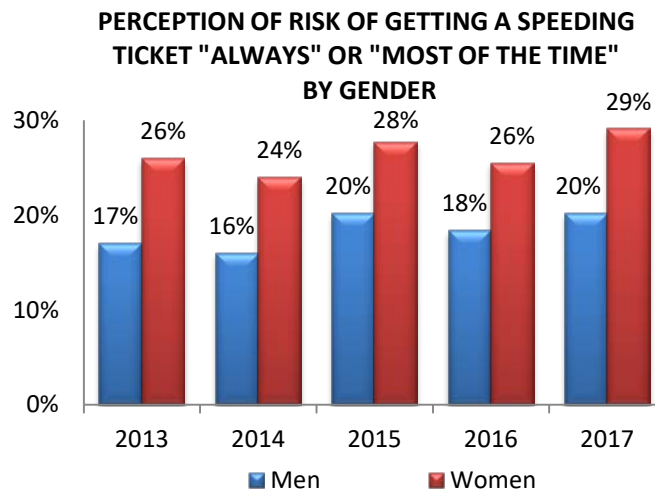
DRIVERS WHO "ALWAYS" OR "MOST OF THE TIME" DRIVE MORE THAN 5 MPH OVER THE SPEED LIMIT BY GENDER

Source: 2013-2017 Driver Behavior Surveys

PERCEPTION OF RISK OF GETTING A SPEEDING TICKET "ALWAYS" OR "MOST OF THE TIME" BY GENDER

Source: 2013-2017 Driver Behavior Surveys

Differences by Age

DRIVERS WHO "ALWAYS" OR "MOST OF THE TIME" DRIVE MORE THAN 5 MPH OVER THE SPEED LIMIT BY AGE GROUP
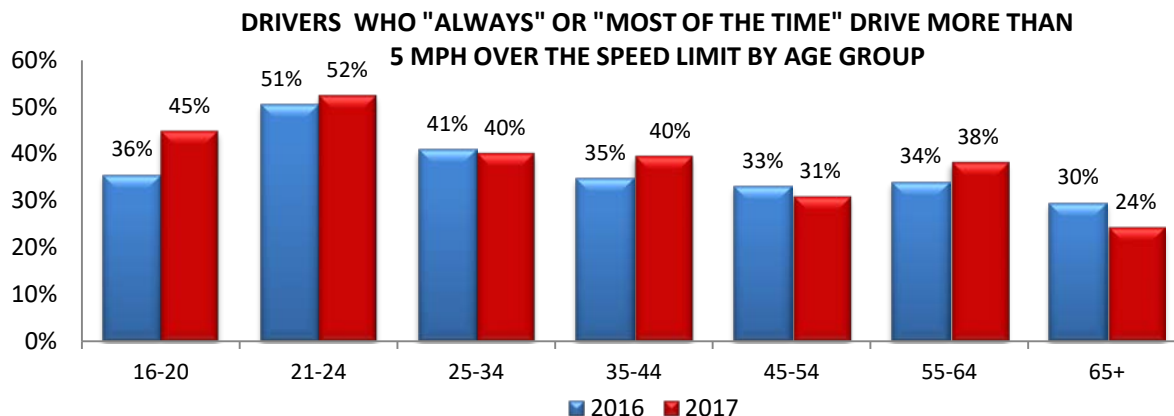
Source: 2016-2017 Driver Behavior Surveys

- Both in 2016 and 2017, drivers ages 21-24 were the most likely to report that they "always" or "most of the time" drive more than 5 mph over the speed limit, while drivers in the oldest age group, 65 and over, were the least likely to report that they exceed the speed limit "always" or "most of the time" (51% and 30%, respectively in 2016 and 52% and 24%, respectively in 2017).

PERCEPTION OF RISK OF GETTING A SPEEDING TICKET "ALWAYS" OR "MOST OF THE TIME" BY AGE GROUP
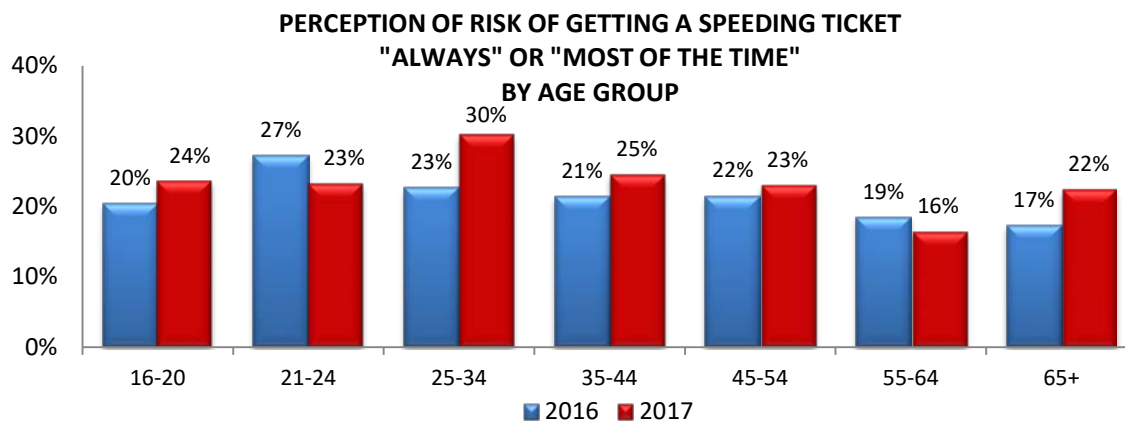
Source: 2016-2017 Driver Behavior Surveys

- In 2017, the perception of the risk of getting a speeding ticket "always" or "most of the time" for driving more than 5 mph over the speed limit was highest among drivers ages 25-34 (30%) and lowest among drivers ages 55-64 (16%).

Annual Survey of New York State Drivers: Results Related to Distracted Driving

Distracted driving is another key issue that is addressed in the state's PTS program. Beginning in 2012, a series of questions on distracted driving was included in the annual driver behavior survey conducted at five DMV offices. The questions focused on behaviors related to using hand-held cell phones to text and talk while driving and perceptions of the risk of being ticketed for this behavior. The drivers were also asked their opinion about the effect of texting on a driver's ability to drive safely.

How often do you send or receive text messages while driving?	2013	2014	2015	2016	2017
Always	2.9%	3.2%	3.2%	2.9%	3.8%
Most of the time	5.9%	5.6%	4.6%	5.1%	5.6%
Sometimes	21.5%	19.5%	19.1%	19.7%	21.0%
Rarely	21.5%	21.6%	21.3%	23.0%	21.9%
Never	48.2%	50.0%	51.7%	49.3%	47.6%

How often do you talk on a cell phone while driving?	2013	2014	2015	2016	2017
Always	2.0%	3.4%	3.4%	2.9%	5.2%
Most of the time	6.3%	5.9%	4.8%	5.5%	7.1%
Sometimes	26.8%	23.6%	23.9%	20.9%	23.7%
Rarely	27.9%	27.7%	25.9%	28.9%	26.3%
Never	37.0%	39.3%	42.0%	41.7%	37.7%

Source: 2013-2017 Driver Behavior Surveys

- 8%-9% of the drivers each year reported that they "always" or "most of the time" send or receive text messages while driving; 19%-21% said "sometimes" and 21%-23% said "rarely."

- 48%-52% of the respondents each year said they never text while driving.

- Compared to drivers who text, a larger proportion of respondents said that they talk on a cell phone while driving. In 2017, 62% reported that they talk on a cell phone while driving; 12% said they "always" or "most of the time" talk on a cell phone while driving, 24% said "sometimes" and 26% said "rarely."

- 37%-42% of the respondents each year said they never talk on a cell phone while driving.

Since New York's law allows the use of hands-free cell phones, a question about the use of hand-held cell phones while driving was included in the surveys beginning in 2013. The responses below are limited to those who answered that they talk on a cell phone while driving at least "rarely."

When you talk on a cell phone while driving, how often do you use a hand-held phone?	2013	2014	2015	2016	2017
Always	19.0%	17.0%	20.8%	17.0%	16.5%
Most of the time	15.9%	13.3%	13.5%	11.4%	8.7%
Sometimes	20.4%	20.2%	16.8%	15.7%	16.4%
Rarely	20.2%	24.5%	23.4%	24.5%	27.5%
Never	24.4%	25.0%	25.5%	31.4%	30.9%

Source: 2013-2017 Driver Behavior Surveys

- In general, declining proportions of respondents reported using a hand-held device in violation of the law "always" or "most of the time" when they talk on a cell phone while driving, from 35% in 2013 to 25% in 2017.

- 31% of the respondents in 2016 and 2017 said they never use a hand-held phone when they talk on a cell phone while driving, up from 24%-25% in 2013-2015.

Drivers were also questioned about their perceptions of the risk of receiving a ticket for talking on a cell phone or texting in violation of the law.

What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?	**2013**	**2014**	**2015**	**2016**	**2017**
Always	17.9%	19.3%	20.6%	22.1%	21.3%
Most of the time	25.9%	26.5%	26.3%	25.9%	26.2%
Sometimes	37.5%	33.5%	32.8%	31.9%	33.8%
Rarely	12.1%	13.5%	12.4%	12.4%	12.0%
What do you think the chances are of getting a ticket if you text while driving?	**2013**	**2014**	**2015**	**2016**	**2017**
Always	18.7%	23.2%	24.3%	25.1%	25.1%
Most of the time	22.6%	20.3%	21.1%	23.4%	20.7%
Sometimes	33.3%	32.9%	32.4%	29.6%	32.2%
Rarely	17.8%	15.5%	14.3%	13.5%	14.9%
Never	7.6%	8.1%	7.8%	8.4%	7.1%

Source: 2013-2017 Driver Behavior Surveys

- The perception of risk of getting a ticket for cell phone violations "always" or "most of the time" increased from 44% in 2013 to 48% in 2016 and 2017.

- Similarly, the proportion of survey respondents who thought drivers would be ticketed "always" or "most of the time" for texting violations increased from 41% in 2013 to 46% in 2017.

The final question on this topic assessed perceptions of the dangers of texting while driving. As indicated in the table below, perceptions of the risk associated with texting while driving remained consistent between 2013 and 2017.

Do you think texting affects a driver's ability to drive safely…	**2013**	**2014**	**2015**	**2016**	**2017**
A great deal	83.9%	83.6%	84.3%	82.7%	80.8%
Somewhat	12.8%	13.0%	11.8%	13.3%	14.8%
Not at all	3.3%	3.4%	3.9%	4.0%	4.4%

Source: 2013-2017 Driver Behavior Surveys

- 81%-84% of the respondents each year thought that texting affects a driver's ability to drive safely "a great deal" and another 12%-15% said a driver's ability is "somewhat" affected. Only 3%-4% thought that texting has no effect on driving ability.

Differences by Gender

Further analyses by driver characteristics showed differences in behaviors and perceptions related to distracted driving by gender and age.

DRIVERS WHO TALK ON A CELL PHONE WHILE DRIVING BY GENDER

Source: 2013-2017 Driver Behavior Surveys

WHEN TALKING ON A CELL PHONE, DRIVERS WHO "ALWAYS" OR "MOST OF THE TIME" USE A HAND-HELD PHONE BY GENDER
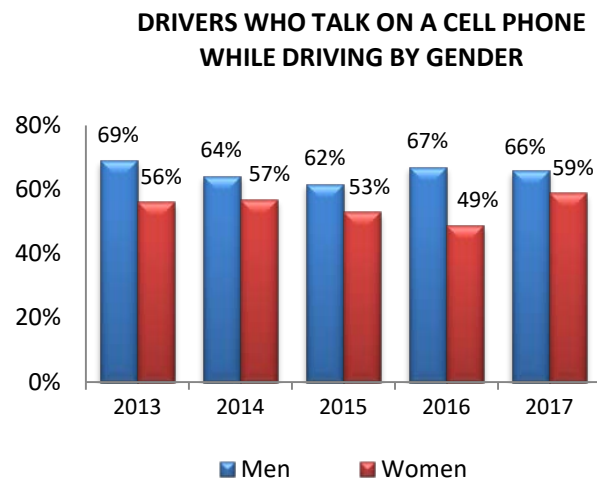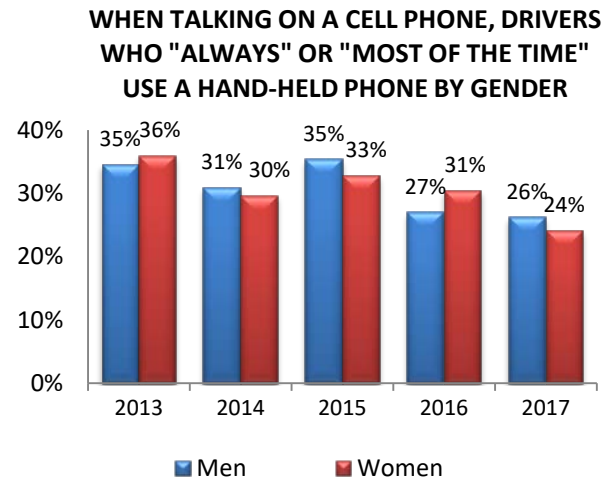
Source: 2013-2017 Driver Behavior Surveys

- Men are more likely than women to talk on a cell phone while driving; in 2017, 66% of men and 59% of women reported talking on a cell phone while driving.

- Of those who said they talk on a cell phone while driving, about one quarter of men and one quarter of women in 2017 said they use a hand-held device. These proportions have declined over the last five years, from 35% to 26% for men and from 36% to 24% for women.

- Compared to cell phone use, smaller proportions of both men and women text while driving. In 2017, 53% of men reported texting while 66% of men reported using a cell phone while driving; 52% of women reported texting and 59% of women reported using a cell phone while driving.
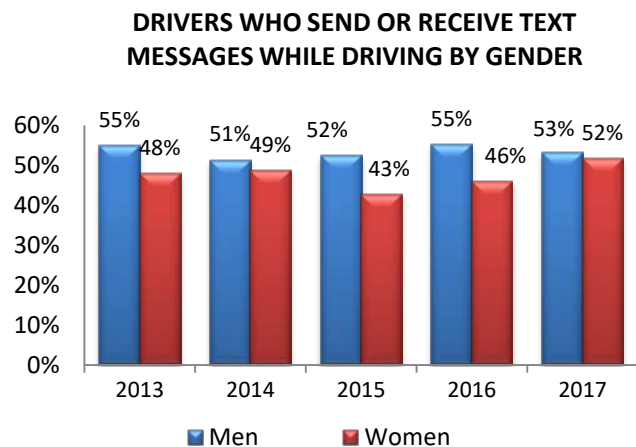
DRIVERS WHO SEND OR RECEIVE TEXT MESSAGES WHILE DRIVING BY GENDER

Source: 2013-2017 Driver Behavior Surveys

PERCEPTION OF THE RISK OF GETTING A TICKET "ALWAYS" OR "MOST OF THE TIME" FOR TALKING ON A HAND-HELD CELL PHONE WHILE DRIVING BY GENDER
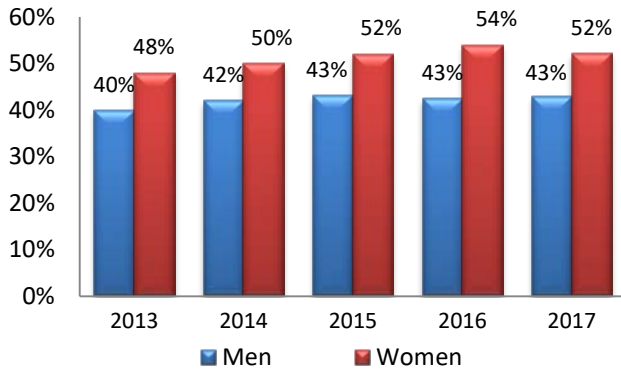
Source: 2013-2017 Driver Behavior Surveys

PERCEPTION OF THE RISK OF GETTING A TICKET "ALWAYS" OR "MOST OF THE TIME" FOR TEXTING WHILE DRIVING BY GENDER
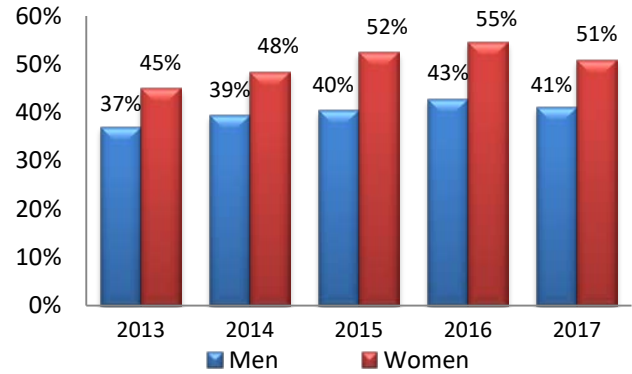
Source: 2013-2017 Driver Behavior Surveys

- The perception of risk of getting a ticket for either talking on a hand-held cell phone or texting while driving was higher among female drivers. In 2017, 52% of women thought a driver would be ticketed "always" or "most of the time" for talking on a hand-held cell phone compared to 43% of men.

- Similarly, in 2017, 51% of women thought a driver would be ticketed "always" or "most of the time" for texting compared to 41% of men.

PERCEPTION THAT TEXTING AFFECTS ABILITY TO DRIVE SAFELY "A GREAT DEAL" BY GENDER
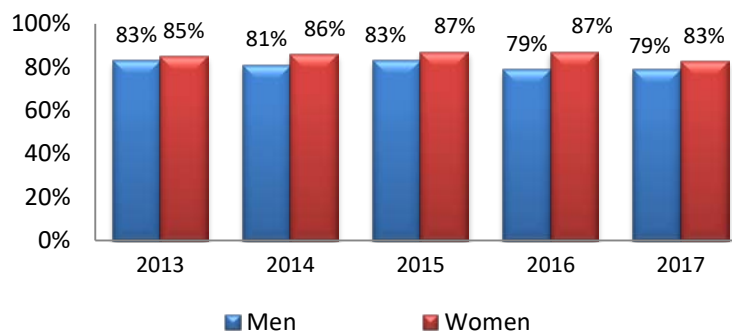
Source: 2013-2017 Driver Behavior Surveys

- In each of the five years, 2013-2017, the large majority of both men and women thought texting affected a driver's ability to drive safely "a great deal" (79% and 83%, respectively in 2017).

Differences by Age

**DRIVERS WHO "ALWAYS/MOST OF THE TIME"
TALK ON A CELL PHONE OR TEXT WHILE DRIVING
BY AGE GROUP: 2017**
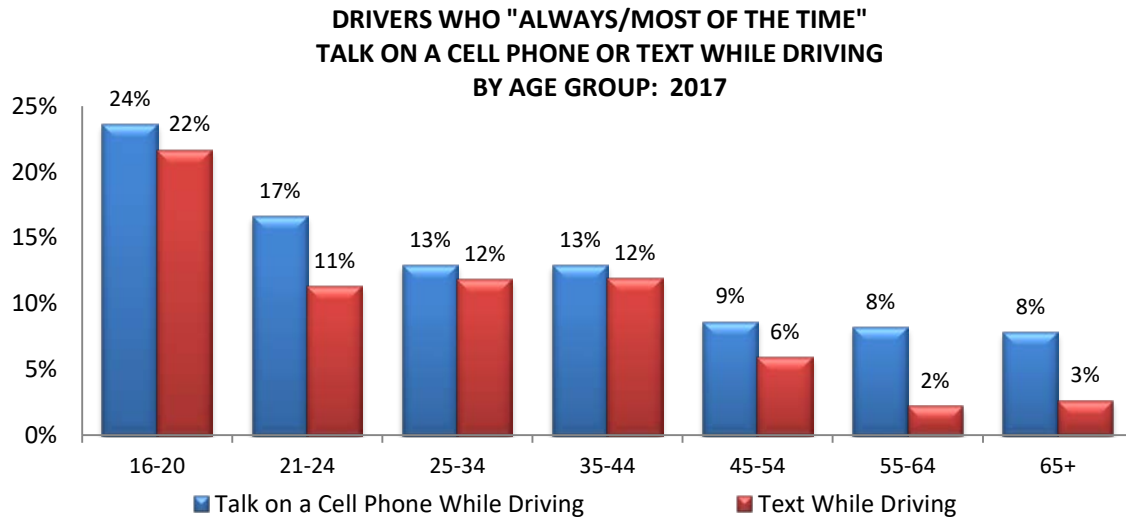
Source: 2017 Driver Behavior Survey

- In 2017, drivers in every age group were more likely to talk on a cell phone while driving than to text. Both behaviors generally declined with age, from 24% of those ages 16-20 to 8% of those over 55 who said they "always" or "most of the time" talk on a cell phone while driving; and from 22% of drivers ages 16-20 to 2%-3% of those over 55 who said they "always" or "most of the time" text while driving.

**PERCEPTION THAT DRIVERS WOULD RECEIVE A TICKET
"ALWAYS" OR "MOST OF THE TIME"
FOR TALKING ON A HAND-HELD CELL PHONE OR TEXTING WHILE DRIVING
BY AGE GROUP: 2017**
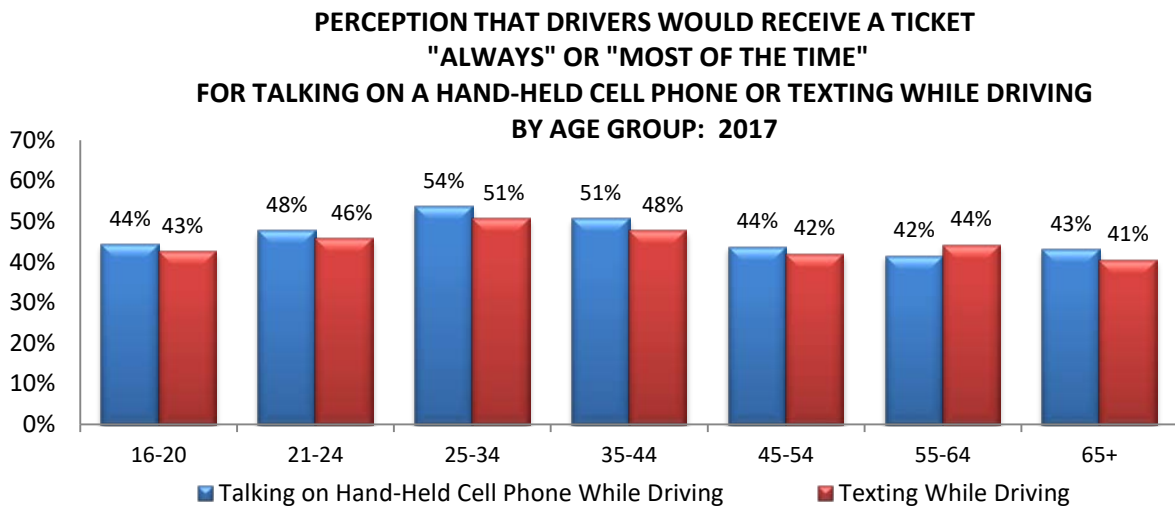
Source: 2017 Driver Behavior Survey

- In general, the perception of risk of being ticketed for texting was slightly lower than the perception of risk of being ticketed for talking on a hand-held phone while driving.

- Respondents 25-34 and 35-44 years of age were more likely than those in other age groups to think the risks of getting a ticket for using a hand-held device while driving was high (51%-54% for talking on a hand-held cell phone, and 48%-51% for texting).

**PERCEPTION THAT TEXTING AFFECTS
ABILITY TO DRIVE SAFELY "A GREAT DEAL"
BY AGE GROUP: 2016-2017**
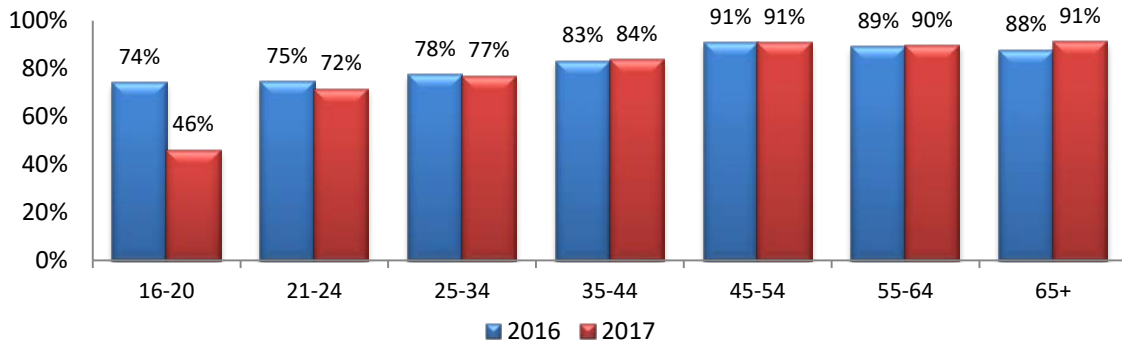
Source: 2016-2017 Driver Behavior Surveys

- In 2017, the proportion of drivers who thought texting affects the ability to drive safely generally increased with age, ranging from a low of 46% among drivers ages 16-20 to a high of 91% among drivers 65 and older.

- The perception that texting affects a driver's ability to drive safely "a great deal" remained relatively consistent for the different age groups between 2016 and 2017, with the exception of drivers ages 16-20.

POLICE TRAFFIC SERVICES PROJECTS AND ACTIVITIES FUNDED IN FFY 2017

New York used a data-driven approach to identify a comprehensive set of strategies for the state's PTS program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2017 HSSP. The PTS grant program provided funding to law enforcement agencies to conduct enforcement of the Vehicle and Traffic Law. This objective is consistent with New York State's ongoing commitment to reduce motor vehicle crashes and their resulting injuries and fatalities. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2017 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Enforcement of Traffic Violations

Traffic enforcement plays a vital role in New York's efforts to reduce crashes, injuries and fatalities through the funding awarded to law enforcement agencies each year. The specific evidence-based strategies implemented by these agencies are described under the PTS Program, as well as under other program areas including impaired driving, occupant protection and motorcycle safety. Enforcement deployment strategies are continually evaluated and adjusted to accommodate shifts and changes in priorities identified through monitoring key measures. This data-driven approach ensures continued progress toward the established performance goals.

Police Traffic Services Programs

Through its PTS grant program, GTSC continued to award both individual and county block grants in FFY 2017 to a large number of municipal and county police agencies. The streamlined PTS grant program combines the former Selective Traffic Enforcement Program (STEP) and Buckle Up New York (BUNY) programs and is designed to reduce crashes through targeted high visibility traffic law enforcement.

PTS enforcement efforts are directed toward local traffic safety problems including but not limited to speeding, aggressive driving, distracted driving, motorcycle and pedestrian safety and occupant restraint use. All agencies receiving a PTS grant are required to participate in the 14-day national Click It or Ticket seat belt enforcement mobilization conducted in May of each year. Police agencies of all types and sizes, from the NYPD with more than 30,000 sworn officers to small police departments staffed only by part-time personnel, may apply for PTS grants.

A fairly sustained level of federal funding continued in FFY 2017, resulting in similar award amounts for most agencies. However, many agencies experienced contractually required salary increases that reduced the total hours of enforcement provided by the grants. Despite these issues, many participating law enforcement agencies continued to have a positive impact on traffic safety within their communities.

Examples of the projects funded under the PTS grant program in FFY 2017 are provided below.

- The City of Schenectady, located in New York's Capital Region, has experienced vibrant revitalization in its business and commercial growth in recent years. Schenectady is home to Union College, Schenectady County Community College, General Electric Power, and the corporate headquarters of the Mohawk Valley Physicians Health Plan and the Golub Corporation. The city has about 65,000 residents and was one of three selected sites in the state for a new casino that opened in February 2017. Within the city are two of the busiest east-west corridors in the county, State Routes 5 & 7. The city's 145 sworn officers and 5-officer Traffic Safety Section direct agency resources effectively and efficiently through their Data Driven Approaches to Crime and Traffic Safety (DDACTS) operational strategy. With the City of Schenectady identified as a focus community in New York's 5-year, $110 million PSAP, the police department has assumed a leadership role as an active partner and resource through its pedestrian safety education and enforcement efforts. Overall tickets issued increased from 8,360 in 2015 to 8,910 in 2016, or almost 7%; between 2007 and 2016, total tickets issued increased from 5,152 to 8,910, or 73%. In addition, total crashes declined 6% between 2015 and 2016, from 1,348 to 1,272.

- The City of Peekskill with a population of about 25,000 residents is located in heavily populated Westchester County. The police department is served by 55 sworn officers and has implemented the DDACTS model in directing its traffic enforcement efforts, further supporting its Aggressive Driver Enforcement Initiative. This initiative incorporates both checkpoints and saturation patrols that have proven successful in significantly reducing crashes resulting primarily from speed and aggressive driving traffic violations. Overall tickets issued increased by more than 7% between 2014 and 2016, from 4,259 to 4,575. Tickets issued since 2007 increased 36%, from 3,372 to 4,575. Meanwhile, analyses of crash data show that total crashes declined 22% between 2015 and 2016 with 338 reported in 2015 and 264 in 2016. Long-term crash data shows a 29% drop in total crashes

from 2009 to 2016, from 374 to 264. Personal injury crashes dropped 32% between 2015 and 2016 with 169 in 2015 and 115 in 2016; no fatal crashes were recorded in the city in the last three years.

- Genesee County lies in the western part of New York State and is situated between Rochester, Buffalo and Niagara Falls. The Genesee County Sheriff's Office provides law enforcement services to the 60,000 residents that span almost 500 square miles. The Sheriff's Office philosophy is simple: place high-visibility enforcement (HVE) in the right places, on the right days, and at the right times to reduce crashes. In 2016 the Sheriff's Office issued their highest number of traffic tickets in 7 seven years, 4,194. In the same year they responded to 901 total crashes, a decrease of 10% from the total of 1,004 reported in 2010. In 2016 the Sheriff's Office also responded to 148 fatal and personal injury crashes, the lowest number in 10 years.

- Dutchess County is located in southeastern New York State about halfway between Albany and New York City. The county occupies 825 square miles and is home to almost 300,000 residents. The Sheriff's Office uses PTS grant funding to supplement their traffic enforcement efforts through HVE. In 2016 the Sheriff's Office issued their highest number of tickets in 3 years, 3,279, a total that was also above the 5-year average of 3,137. In the same year, they responded to the lowest number of total crashes, 968, and combined fatal/personal injury crashes, 293, in 5 years.

Pedestrian Safety Action Plan (PSAP)

In FFY 2017, GTSC, NYSDOH and NYSDOT continued to play key roles in pedestrian safety guided by the New York State PSAP. The $110 million initiative, announced during a press conference on June 20, 2016, in Albany, details the state's "3E" (Engineering, Enforcement and Education) approach to addressing pedestrian safety challenges across upstate New York and on Long Island. It identifies 20 "focus communities" which accounted for nearly 50% of all pedestrian crashes between 2009 and 2013. The five-year plan calls for a variety of low-cost engineering improvements to be undertaken by the NYSDOT, enforcement strategies to be organized by GTSC and educational and public information initiatives to be spearheaded by the NYSDOH.

The NYSDOT is currently conducting pedestrian safety site evaluations on state-owned roadways, with plans to implement crosswalk improvements consisting of pavement markings and signage at more than 2,000 un-signalized intersections and midblock locations. Additionally, the NYSDOT will improve nearly 2,400 signalized intersection locations with high-visibility crosswalk markings and signals enhanced with extended crossing times, countdown timers and leading pedestrian intervals to reduce conflicts between pedestrians and turning vehicles. Up to 400 locations will be equipped with pedestrian refuge islands and attention-grabbing light beacons. NYSDOT is also working to provide funding for local governments to implement pedestrian safety improvements on local and county roads. Funding will be announced in the spring of 2018.

GTSC conducted the state's second annual pedestrian safety enforcement mobilization from June 16 through June 30, 2017. GTSC worked with police agencies in the designated PSAP "focus communities" to allocate a portion of their PTS grant to fund additional patrols during this high-visibility blitz, "Operation See! Be Seen!" Grantees were encouraged to issue warning cards and educational materials prepared by the NYSDOH to pedestrians and drivers found to be violating the law during the first week of the campaign, and citations during the second week. Police agencies were also encouraged to build a pedestrian safety enforcement component into future grant applications in order to support the five-year plan. Participating police agencies reported using more than 825 enforcement hours, issuing 1,135 warning cards and 409 tickets for infractions such as pedestrians crossing on a steady "DO NOT WALK"

signal and failure to yield the right-of-way to a pedestrian in a crosswalk. A second pedestrian safety mobilization is tentatively scheduled for mid-June 2018.

Speed Enforcement Programs

In FFY 2017, 16,968 hours of NYSP overtime were allotted for Targeted Speed Enforcement, including Operation Work Brake, which is conducted on the New York State Thruway. uring 2,383 speed enforcement details, 26,993 speeding tickets and 10,729 other tickets were written. Additionally, 32 impaired driving arrests and 264 criminal arrests were made.

Speed Awareness Week: GTSC invited law enforcement partners to participate in its first "Speed Awareness Week" – a high-visibility enforcement blitz aimed at reducing speed-related crashes. GTSC recommended that targeted speed enforcement details should occur on roadways where data indicates there is a crash issue related to speed. Police agencies were also encouraged to promote the campaign in their community and alert media and the courts that increased speed enforcement will be occurring.

The NYSP ran two successful week-long "Speed Awareness Week" campaigns. One was scheduled in June coinciding with the Montreal Grand Prix race and the other was scheduled in August coinciding with the annual NASCAR racing event scheduled at Watkins Glen International Raceway. Speed enforcement by the NYSP during this period yielded 17,132 speed-related tickets, 4,274 from Targeted Speed Enforcement details. These events yielded significant media coverage and inquiries.

New York State Police Distracted Driving Program

During FFY 2017, the NYSP conducted several successful initiatives related to distracted driving, in particular, enforcement of cell phone and texting violations. Over 5,500 hours of overtime were used to complete 793 distracted driving details around the state, resulting in more than 8,700 tickets issued for distracted driving and other Vehicle and Traffic Law violations.

TICKETS ISSUED BY STATE POLICE DURING DISTRACTED DRIVING DETAILS IN FFY 2017

VTL Violation	
1225C (Cell Phone)	2,995
1225D (Texting)	1,586
Total 1225 C&D	**4,581**
Other VTL	4,126
Total 1225 & Other VTL	**8,707**

The NYSP also conducted an additional distracted driving traffic enforcement program called "Operation Hang Up." Motorists who use their cell phones and other electronic devices while driving are the focus of the program. In FFY 2017, "Operation Hang Up" was implemented during two time periods: November 23-27, 2016, and April 6-10, 2017. The two waves yielded 2,812 tickets for talking and texting while driving.

Law Enforcement Training Programs

In addition to the programs highlighted below, GTSC provides training for law enforcement officers in the following areas: impaired driving, motorcycle and bicycle safety. Descriptions of these other enforcement training programs and their accomplishments can be found under the appropriate program areas.

Pedestrian Safety Training Workshop for Law Enforcement

In FFY 2017, in conjunction with NHTSA, GTSC planned, promoted and coordinated four six-hour pedestrian safety training workshops for law enforcement officers. Trainings were held in Suffolk, Nassau and Albany counties and marked the debut of a newly crafted train-the-trainer course which was developed collaboratively between state and federal partners to support the enforcement goals outlined in the state's PSAP. Officers learned about the state's plan to address pedestrian injuries and fatalities, relevant Vehicle and Traffic Laws, pedestrian crash issues and data. They were given tools and strategies for the effective implementation of pedestrian education and enforcement countermeasures. The trainings, which included one pilot course delivery, were attended by approximately 80 law enforcement officers from at least 32 police agencies across New York. GTSC continues to develop a roster of in-state law enforcement trainers who could assist the state with future deliveries of this course. GTSC plans to offer additional courses in several PSAP-identified "focus communities" around the state beginning in the spring of 2018.

Commercial Motor Vehicle Awareness Training for Law Enforcement

The Commercial Motor Vehicle Awareness Training is a one-day, data-driven enforcement program designed specifically for police officers assigned to patrol duties and other traffic-related enforcement assignments. The training course was developed to address the issue of large truck and bus crashes and fatalities resulting from unsafe driving behaviors. The curriculum development and instruction has been a collaborative endeavor by GTSC in partnership with the Suffolk County Police Department's Motor Carrier Safety Section, New York State Department of Transportation's Motor Carrier Compliance Bureau, and the Federal Motor Carrier Safety Administration (FMCSA).

The fundamental goal of the training is to provide law enforcement officers with the safety and enforcement information needed to handle crashes and common traffic violations involving commercial motor vehicles. Locations for the regional training programs are established through data analysis that identifies counties overrepresented in commercial motor vehicle crashes. Training instructors continually update the course curriculum to address emerging traffic safety issues involving large trucks and buses. Examples include a more focused attention on drowsy driving awareness, load securement problems, and incorporating a component on building partnerships to support the FMCSA "Our Roads, Our Safety – Partnership for Responsible Driving" campaign to help raise awareness among the general driving public about operating safely around and sharing the road with large trucks and buses.

During FFY 2017 an additional data-supported regional training program was held at the Suffolk County Police Academy in Brentwood. Fifty-five municipal, county and state university law enforcement officers representing 17 individual police agencies from Nassau, New York, Suffolk and Westchester counties attended and received course training certificates from GTSC.

At the October 2016 Highway Safety Symposium, GTSC staff and course instructors/subject matter experts of the CMV Awareness Training Program delivered a presentation entitled "A Comprehensive

Approach Addressing Commercial Motor Vehicle Safety," to enlist traffic safety partners in building support and assistance for the program in years to come.

Below 100 Training

The Below 100 officer safety training mission aims to influence law enforcement culture by providing innovative training and awareness through presentations, social media, and webinars on identifying the leading causes and current trends in preventable line-of-duty deaths and injuries. The program is built around 5 tenets that serve as core concepts that are changing police culture and saving lives. These include: Wear Your Belt; Wear Your Vest; Watch Your Speed; WIN -What's important Now? and Remember, Complacency Kills! In FFY 2017, GTSC in cooperation with its Law Enforcement Liaisons from the NYS Association of Chiefs of Police (NYSACOP) and NYS Sheriff's Association hosted two Below 100 training programs, one that included a train-the-trainer component, in the cities of Albany and Saratoga Springs that were open to all law enforcement officers in the region. The courses were taught by certified Below 100 curriculum instructors and subject matter experts from the NYSP and Below 100 staff. Approximately 90 law enforcement representatives from multiple police agencies attended the training programs and received certificates of completion.

Data-Driven Approaches to Crime and Traffic Safety (DDACTS)

DDACTS is a proven law enforcement operational model that integrates location-based crash, crime, calls for service and enforcement data to establish effective and efficient methods for deploying law enforcement resources. By targeting high crash hot spots that are within high crime areas with highly visible traffic enforcement, the DDACTS model affords communities the dual benefit of reducing traffic crashes and crime simultaneously, thus reducing overall social harm.

Since late 2011, a series of DDACTS Implementation Workshops have been held across the state by NHTSA and the International Association of Directors of Law Enforcement Standards & Training (IADLEST) in collaboration with GTSC. NHTSA Region 2 and GTSC remain committed in their support of future workshops for interested law enforcement agencies.

In FFY 2017 a limited number of implementation workshops were available in NHTSA Region 2. The DDACTS program was also in a transitional period with its curriculum being re-focused and updated to address more contemporary traffic safety issues. However, New York's resources and subject matter experts were still available and funding was maintained for their services and outreach to prospective and practicing DDACTS police agencies. An encouraging initiative under consideration to help meet current law enforcement staffing challenges and training needs is a one-day workshop tailored to the individual agency. This model holds promise in New York for agencies that find it difficult to travel and commit to the traditional 3-day workshop.

Empire State Law Enforcement Traffic Safety Conference

In 2017, the NYSP hosted the 15th annual Empire State Law Enforcement Traffic Safety Conference in Albany. With support from GTSC, this forum was developed with a "by law enforcement for law enforcement" focus. The conference provided training to over 250 law enforcement and traffic safety professionals from across New York State. Attendees received instruction on contemporary traffic safety issues and trends in enforcement and technology and had the opportunity to network with representatives from 83 police agencies. The planning committee for the annual conference includes representatives from the NYSP, GTSC, New York State Sheriffs' Association and NYSACOP.

Communications and Outreach

Statewide Law Enforcement Liaison Program

GTSC provides funding for three Law Enforcement Liaisons (LELs) who represent the three principal segments of the New York State law enforcement community: the local police through NYSACOP, the elected Sheriffs through the New York State Sheriffs' Association and the NYSP. The LELs are responsible for promoting cooperation and communication related to current traffic safety issues. The LELs work in concert with GTSC program representatives and with the state's law enforcement agencies in the research, development, implementation and evaluation of various traffic safety projects and initiatives. They offer information and expertise to law enforcement concerning traffic safety issues while representing and promoting the concerns of their specific constituents. They also work in close cooperation with the NHTSA Region 2 Law Enforcement Liaison, especially regarding training issues and national enforcement campaigns promoted by NHTSA.

MOTORCYCLE SAFETY

While the number of motorcycle registrations increased by only 1.5 percent between 2012 and 2016, the number of motorcycle licenses issued increased steadily each year resulting in an overall increase of nine percent between 2012 and 2016. The sustained popularity of motorcycles for both transportation and recreation and the vulnerability of motorcyclists underscore the need for an effective Motorcycle Safety Program to address safety issues on NYS highways.

NEW YORK STATE
REGISTERED MOTORCYCLES AND MOTORCYCLE LICENSES

	2012	2013	2014	2015	2016	2012-2016 % Change
Registered Motorcycles	345,409	345,116	345,627	350,037	350,420	1.5%
Motorcycle Licenses	689,266	706,290	707,500	735,742	750,461	8.9%

For more than a decade, the Department of Motor Vehicles (DMV) has been responsible for promoting and administering a program of motorcycle rider training courses, motorcycle course instructor training and public awareness. The New York State Motorcycle Safety Program (NYSMSP), a legislatively-mandated motorcycle rider education program, is supported through user fees and surcharges on motorcycle registrations and licenses; the motorcycle road test is waived for drivers who successfully complete a training course. In FFY 2014, DMV awarded a second five-year contract to the Motorcycle Safety Foundation (MSF) to deliver the state's motorcycle rider education program through September 2019.

As part of a comprehensive approach to improving motorcycle safety, GTSC has provided support for police officer training, statewide awareness campaigns and numerous educational activities for both motorcyclists and other motorists. One of the most successful programs continues to be a specialized training program for law enforcement officers developed through the collaboration of GTSC, New York State Police (NYSP), NYS Association of Chiefs of Police (NYSACOP) and the DMV Motorcycle Safety Program Office (MSO). In FFY 2017, the Practical Guidelines for Motorcycle Enforcement Training was provided to a total of 208 enforcement officers representing 46 different police agencies.

In FFY 2017, the Motorcycle Safety Workgroup, which includes representatives from GTSC, DMV, MSF, the NYSP and local law enforcement, continued to collect data for use in developing new countermeasures and campaign messaging to reach the state's diverse riding population. A survey was developed for motorcyclists and other motorists to collect information on the perceptions of current campaigns. The results will be used to develop a new campaign slogan, new PSAs and other educational materials. Members of the Workgroup were invited to make a presentation on New York's motorcycle safety efforts at the National Motorcycle Training Summit of the State Motorcycle Safety Administrators in Burlington, Vermont.

ASSESSMENT OF PROGRESS

Motorcycle Safety Targets for FFY 2017

- ❖ Decrease motorcyclist fatalities 2 percent from 148 in 2014 to 145 by December 31, 2017
- ❖ Decrease unhelmeted motorcyclist fatalities 10 percent from 21 in 2014 to 19 by December 31, 2017
- ❖ Decrease the number of injured motorcyclists 2 percent from 4,237 in 2014 to 4,152 by December 31, 2017

Status of Performance Measures

Motorcyclist fatalities fluctuated between 2012 and 2016, reaching a ten-year low of 134 in 2016. Thus the reduction target of 145 set for 2017 was exceeded. The downward trend in unhelmeted motorcyclist fatalities continued in 2016, when 9 of the motorcyclists who died in crashes were unhelmeted, another ten-year low. Therefore, the target of 19 for the end of calendar year 2017 was also exceeded.
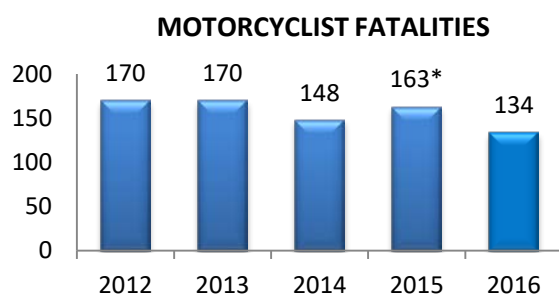
MOTORCYCLIST FATALITIES

Year	Value
2012	170
2013	170
2014	148
2015	163*
2016	134

*Revised based on final FARS data
Source: FARS

UNHELMETED MOTORCYCLIST FATALITIES

Year	Value
2012	15
2013	16
2014	21
2015	15*
2016	9

*Revised based on final FARS data
Source: FARS

MOTORCYCLISTS INJURED

Year	Value
2012	5,337
2013	4,553
2014	4,237
2015	4,208
2016	4,342
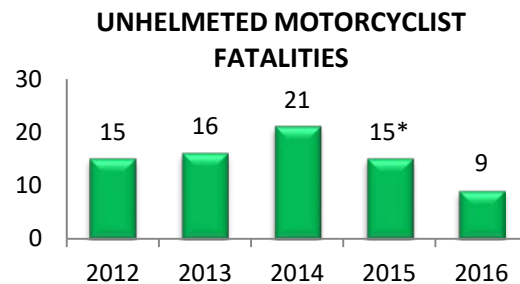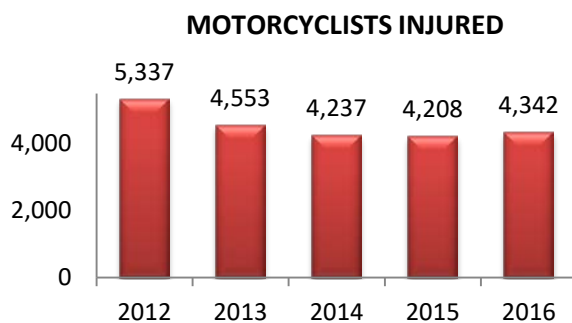
Source: NYS AIS / TSSR

Data from New York's AIS / TSSR show that the downward trend in the number of motorcyclists injured in crashes ended in 2016 with a 3.2% increase, from 4,208 in 2015 to 4,342 in 2016. This increase means that the reduction target of 4,152 set for the end of calendar 2017 may be difficult to achieve.

MOTORCYCLE SAFETY PROJECTS AND ACTIVITIES IN FFY 2017

New York used a data-driven approach to identify comprehensive strategies for the state's Motorcycle Safety Program that collectively will contribute to progress in meeting the highway safety targets set in the FFY 2017 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight activities undertaken. The complete list of projects implemented in FFY 2017 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Motorcycle Rider Training and Education

The NYSMSP has provided motorcycle rider education in New York since 1998. In FFY 2014, the MSF signed a second five-year contract with the NYS DMV to deliver the program through September 2019. The DMV MSO continues to be responsible for oversight measures that ensure the NYSMSP's objectives are maintained.

All MSF-sponsored training sites participating in the NYSMSP offer the 18-hour Basic Rider Course® (BRC) and most offer the 8-hour Basic Rider Course 2 License/Waiver Course (BRC2-LW).

The BRC, geared towards beginning riders, covers the basics of operating a motorcycle and mental strategies for safe operation. Each rider is provided with a training motorcycle and helmet during the course. MSF-certified instructors teach participants about different types of motorcycles, layout and operation of the basic controls, and how to become a safer, more responsible rider. On the rider training range, instructors guide participants through the basic skills of straight-line riding, stopping, shifting, turning, and progressing to swerving and emergency braking. Successful completion of the course enables graduates to waive the DMV road test when applying for a motorcycle license.

The BRC2-LW is a condensed version of the BRC and is geared toward riders who have had a motorcycle permit for at least one year and have on-road experience and basic street riding skills. Riders use their own motorcycle for this intensive training program. The BRC2-LW provides the same road test waiver benefit as the BRC.

The MSF offers a number of other rider education courses in New York through the NYSMSP. Although not funded under the Motorcycle Safety Program, these courses serve the varying needs of motorcyclists over their riding lifetime. The BRC and BRC2-LW are the most commonly attended courses in the MSF curriculum suite. Other courses include the BRC2, Introductory Motorcycle Experience, Basic Bike-Bonding Rider Course, Ultimate Bike-Bonding Rider Course and Advanced Rider Course.

Motorcycle rider training is provided throughout the year, weather and range conditions permitting. The number of active training ranges and class offerings can be expanded and contracted throughout the year based on public demand and weather conditions. The year-round training capacity, the number of training sites and their ability to expand and contract has led to a decrease in the wait time for available courses and more convenient training options for students. Nearly 240,000 motorcyclists have participated in the NYSMSP and have been trained in MSF courses since the program began in 1998.

Although this program operates under a dedicated highway safety funding stream supported by motorcycle license and registration fees, highway safety grant funding is used to promote motorcycle safety and motorist awareness through targeted public information and education materials and activities and participation in public events and safety conferences.

Communications and Outreach

Public Information and Education

For the 2017 observation of National Motorcycle Safety Month, GTSC in collaboration with the Albany County Sheriff's Office hosted a press event on May 5th at Spitzie's Motorcycle Center in Albany. Joining DMV Executive Deputy Commissioner Terri Egan and Sheriff Craig Apple at the event were representatives from the NYSMSP, victim advocates, law enforcement agencies and members of various motorcycle rider groups. In addition to highlighting safety, awareness and sharing the road with motorcycles, Executive Deputy Commissioner Egan brought special recognition to the 50th Anniversary of New York State's helmet law— a cornerstone of saving lives and preventing injuries to motorcyclists.

Motorist awareness of motorcycles continues to be the primary focus of GTSC's public information campaign, as well as the focus of DMV's grant-funded motorcycle safety awareness efforts. GTSC has responded to many requests for motorcycle awareness traffic safety materials from family and friends of victims of motorcycle crashes and others who want to spread the awareness message. The New York State Association of Traffic Safety Boards also continues to be a strong proponent of raising motorist awareness of motorcycles; with funding received from GTSC, support is provided for a teacher in Oswego to convey this message through motorcycle safety presentations delivered in driver education classes, as well as through the dissemination of safety materials.

During FFY 2017, several public information and education projects and activities promoting motorcycle safety were conducted. Some of these programs are highlighted below.

- Through a collaborative effort involving DMV, GTSC and the New York State Broadcasters Association, 30-second radio and TV non-commercial sustaining announcements (NCSAs) were developed and aired promoting the message "Share the Road With Motorcycles."

- The NYS Department of Transportation used variable message signs to promote the "Watch for Motorcycles" slogan on high crash corridors and during large motorcycle events. NYS DOT also used variable message signs in construction areas to caution motorcyclists of resurfacing and grooved pavement conditions.

- The DMV MSO distributed MSF "Intersection" kits to assist safety partners in expanding motorist awareness of the motorcycle safety message. The Intersection kit is a presentation-in-a-box that enables safety partners to start a dialogue on motorcycle awareness in their organization or community.

- The DMV MSO distributed other materials produced to raise awareness of motorcycle safety including "Watch for Motorcycles!", "Look Twice Save a Life" and "The Ride is Intoxicating Enough" bumper stickers and roadside/lawn signs and "Share the Road with Motorcycles" information cards.

- The NYSMSP and GTSC staffed display booths at numerous public events to disseminate information and educational materials. At the Americade event in Lake George held in June, motorcycle safety training was promoted and "Watch for Motorcycles" and other motorcycle safety awareness materials were distributed to the thousands of attendees. The NYSMSP also provided the MSF Ultimate Bike Bonding Course (UBBC) free of charge to experienced Americade riders. Good bike bonding helps riders automate their physical skills so they can devote more attention to road and traffic conditions (searching and evaluating).

- The NYSMSP staffed a large display booth throughout the weeklong New York State Fair in August to provide information on the availability of rider training courses, the importance of wearing personal protective gear and raising motorist awareness of the need to share the road safely with motorcyclists.

- The NYSMSP also staffed a display booth at the International Motorcycle Show in New York City to promote motorcycle safety, rider training and motorist awareness.

- During the year, the State Police conducted educational details, with the largest being at the International Motorcycle Show in New York City. The Troopers also conducted courtesy motorcycle inspections where they pointed out violations without issuing tickets. Other events attended by the motorcycle unit included the New York State Fair, county fairs and various other motorcycle shows; members of the unit also made presentations at local motorcycle shops.

Personal Protective Equipment

The implementation of strategies to increase the use of USDOT-compliant helmets and other protective equipment is also a priority in New York. In both the rider education courses and in the DMV Motorcycle Manual, motorcyclists are encouraged to wear appropriate gear, including an approved helmet, face or eye protection and protective clothing. Law enforcement partners have been educating themselves to recognize illegal helmets and have taken a much more aggressive stance in enforcing the use of compliant helmets following their participation in motorcycle enforcement training.

Enforcement

New York State Police Motorcycle Program

Due to changes in funding rules, the NYSP stopped conducting grant funded motorcycle enforcement details and conducted motorcycle safety education details in their place. In FFY 2017, the State Police coordinated 92 education details, many of which were held at high profile events such as the Americade Motorcycle Rally in Lake George, the International Motorcycle Show in New York City and various other venues.

Local Motorcycle Enforcement Programs

The Suffolk County Police Department Highway Patrol Bureau's Motorcycle Section conducted a number of activities to improve motorcycle safety in the county, including non-grant-funded checkpoints and other enforcement efforts. During FFY 2017, the motorcycle enforcement details issued summonses for the following: 48 non-compliant helmets, 35 license and/or registration violations, 28 inspection violations, 32 equipment violations, 27 moving violations and 15 other violations. Educational presentations on laws related to proper motorcycle operation were made to members of the American Bikers Aimed Toward Education (ABATE) and the Long Island Harley Owners Group. The police department has built a good relationship with ABATE over the years based on the mutual goal of making motorcycling safer for all of those who share the highway.

The Warren County Sheriff's Office Motorcycle Unit conducted approximately 197 hours of enforcement and education during FFY 2017 and issued a total of 47 Uniform Traffic Tickets (UTTs). Efforts were focused on promoting rider safety and increasing awareness of motorcycles on the road to the motoring public. Motorcycle Unit members provided safety literature and face-to-face interaction with the community through information booths at the county's largest events, including the annual Americade rally and the Chestertown Summer Fest.

Practical Guidelines for Motorcycle Enforcement Training

The motorcycle safety and enforcement training program "Practical Guidelines for Motorcycle Enforcement" continues to be a popular and effective training initiative for law enforcement officers across the state. GTSC, NYSACOP, the State Police, the DMV MSO, and the MSF collaborate on the instruction for this one-day regional training course. The training curriculum includes an in-depth review of motorcycle safety and motorcycle laws. The course is designed to provide police officers with hands-on knowledge and skills to educate motorcyclists and the public on motorcycle safety and to enhance enforcement efforts to reduce the number of deaths and injuries from motorcycle-related traffic crashes. The training also introduces law enforcement to national and state-specific enforcement issues through its modules covering license endorsements and registrations, required motorcycle safety equipment (helmets), common motorcycle operation violations, crash investigation, strategies to conduct safe stops and avoid pursuits, and the detection of impaired motorcyclists.

During FFY 2017, state and local law enforcement subject matter experts provided instruction at four regional training programs across the state. The first was held at the New York City Police Department (NYPD) Police Academy in Queens. This was followed by training programs in other data-selected regions in the state that included Erie, Suffolk and Westchester counties. In total, 208 police officers and sheriff's deputies representing 46 individual municipal, county, and university law enforcement agencies, along with NYSP Troopers from numerous troops and zones across the state attended the full-day trainings and received certificates for course completion.

Research, Evaluation and Analytical Support for New York's Performance-Based Motorcycle Safety Program

Motorcycle Safety Workgroup

In response to static trends in motorcycle crashes and fatalities, a Motorcycle Safety Workgroup was formed in FFY 2016 to develop updated countermeasures and campaign messaging to reach the varied demographics of the riding population. The Workgroup consists of subject matter experts proficient in motorcycle riding, education and enforcement. Members are drawn from the NYSP, local law enforcement, NYSACOP, GTSC, MSF, as well as DMV and other state agencies.

The Workgroup has identified a number of areas to pursue in search of new and innovative ideas to put into practice. During FFY 2017, the Workgroup submitted legislative proposals and developed a spreadsheet based on license and crash report data. A survey was also developed to gather age-specific information from motorcyclists and general motorists regarding their perceptions of the current campaigns. This information will be used to create a new motorcycle campaign slogan as well as innovative educational materials and PSAs.

Outreach to other State Highway Safety Offices was conducted throughout 2017 to share best practices and learn about new and effective motorcycle safety programs nationwide. Workgroup members were invited to present at the National Motorcycle Training Summit of the State Motorcycle Safety Administrators in Burlington, Vermont, on September 27-30, 2017. Workgroup representatives from the Traffic Section of the NYSP and the NYSACOP Law Enforcement Liaison to GTSC provided a 90-minute presentation of the Workgroup's goals, objectives, and agenda in addition to highlights from the motorcycle safety and enforcement training program for law enforcement. The presenters received positive feedback and inquiries regarding the Workgroup's efforts. The Workgroup looks forward to keeping the momentum going for reducing motorcycle crashes and fatalities in the future.

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY

Each year from 2012 to 2016, pedestrians accounted for at least a quarter of the total number of persons killed in motor vehicle crashes in New York State. In 2016, 30% of all fatalities were pedestrians, the highest proportion of the five-year period.

Several factors contribute to crashes that result in pedestrian and bicyclist injuries and fatalities. Driver behaviors, in particular, speeding, failure to yield, distracted driving and impaired driving, pose major risks to pedestrians and bicyclists.

PEDESTRIAN FATALITES AS A PROPORTION OF TOTAL FATALITIES

*Revised based on final FARS data
Source: FARS

Actions by pedestrians and bicyclists can also contribute to their risk of crash involvement. Pedestrians who disregard pedestrian crossing signals and designated crosswalks, and bicyclists who ignore the rules of the road, increase their risk of being hit by motor vehicles. Distraction, impairment and low conspicuity on the part of both pedestrians and bicyclists are also factors in many of these crashes. The failure of bicyclists and participants in other wheel sports to use a helmet and other safety equipment can also contribute to the severity of the injuries suffered.

In FFY 2017, New York continued to implement the state's $110 million Pedestrian Safety Action Plan (PSAP) to confront pedestrian safety challenges across upstate New York and on Long Island. The PSAP incorporates a "3E's approach" to pedestrian safety by applying comprehensive strategies that include education, enforcement and engineering to 20 designated "focus communities" where pedestrian fatalities are the highest. During the past year, the state's second annual high visibility pedestrian safety enforcement mobilization, "Operation See! Be Seen!," was conducted.

During the first week, police agencies in the focus communities were encouraged to issue warnings and educational materials; in week two, tickets for infractions were issued to both pedestrians and motorists who were violating the law. Over more than 825 hours of enforcement, 1,135 warning cards and 409 tickets were issued for infractions such as a pedestrian crossing on a steady "DO NOT WALK" signal and a motorist's failure to yield the right-of-way to a pedestrian in a crosswalk.

In FFY 2017, GTSC also developed and implemented a new pedestrian safety training program to support the goals of the PSAP. Four six-hour training sessions were delivered to 80 law enforcement officers representing 32 police agencies across the state.

New York City continues to be the most dangerous region in the state for pedestrians; in 2016, 44% of the state's pedestrian fatalities occurred within the five boroughs of New York City. The largest proportion of bicyclist fatalities also occurred in New York City (53%).

PEDESTRIAN & BICYCLIST FATALITIES BY REGION: 2016
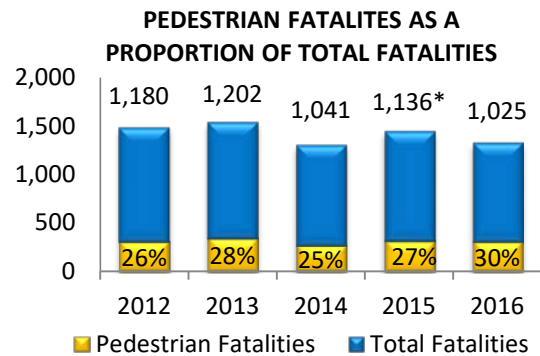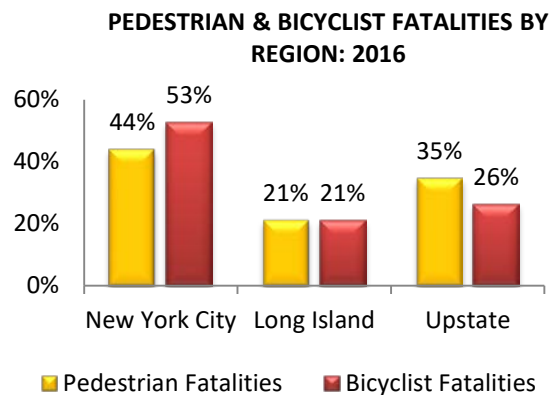
Source: NYS AIS / TSSR

In FFY 2017, the New York City Department of Transportation (NYCDOT) continued to address pedestrian and bicycle safety issues through a number of activities associated with the City's Vision Zero initiative. Educational outreach programs were conducted at more than 400 schools and senior centers in 20 target communities. For example, the NYCDOT conducted a number of programs for students including a banner design project where students designed original artwork to address traffic safety concerns around their school and a theater program which brought teenagers together for interactive traffic safety skits and discussion workshops. Bicycle safety programs, including education on the use and proper fitting of bicycle helmets, and a "We're Walking Here" PSA and poster design competition among schools were also conducted. Older adults were the focus of programs including walking clubs, developed to teach older pedestrians how to identify safe walking routes and practice safe walking skills.

The New York City Police Department (NYPD) also contributed to the pedestrian and bicycle safety efforts in New York City by conducting enforcement that focused on speeding, yielding to pedestrians in crosswalks and adhering to traffic signs and signals. Targeted speed enforcement was conducted in areas identified through data analysis as high-risk locations for speed-related crashes involving bicycles and pedestrians. Variable Message Signs (VMS) were used in conjunction with the enforcement, and educational materials were distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks and crossing with the light.

ASSESSMENT OF PROGRESS

Pedestrian Safety Performance Targets for FFY 2017

❖ Reduce pedestrian fatalities 15 percent from the 2012-2014 calendar base year average of 301 to 256 by December 31, 2017

❖ Reduce the number of pedestrians injured in traffic crashes 5 percent from the 2012-2014 calendar base year average of 15,597 to 14,817 by December 31, 2017

Status of Performance Measures

PEDESTRIAN FATALITIES

*Revised based on final FARS data
Source: FARS

PEDESTRIANS INJURED
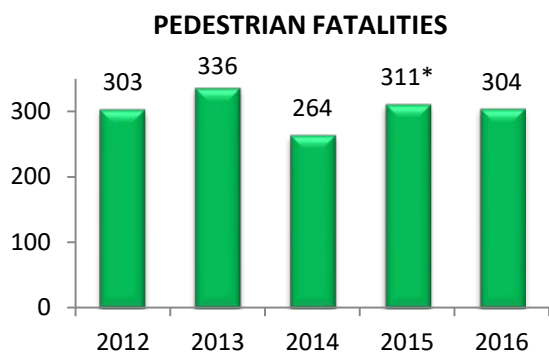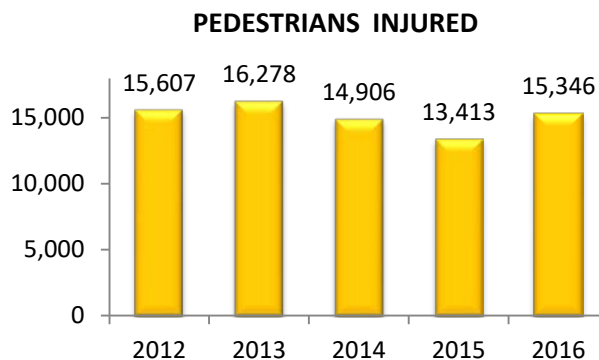
Source: NYS AIS / TSSR

Based on FARS data, pedestrian fatalities in New York State fluctuated between 2012 and 2016. The 2016 total of 304 is essentially the same as the 2012 total of 303. Therefore, the reduction target of 256 set for December 31, 2017, could be difficult to achieve.

Based on the state's AIS crash data, the downward trend in the number of pedestrians injured ended in 2016 (15,346 compared to 13,413 in 2015). Thus it may be difficult to reach the target of 14,817 pedestrians injured set for 2017.

Bicycle Safety Performance Targets for FFY 2017

❖ Reduce bicyclist fatalities 5 percent from the 2012-2014 calendar base year average of 44 to 41 by December 31, 2017

❖ Reduce the number of bicyclists injured in traffic crashes 5 percent from the 2012-2014 calendar base year average of 5,905 to 5,610 by December 31, 2017

Status of Performance Measures

Based on FARS data, bicyclist fatalities decreased from 46 in 2014 to 36 in 2015, then increased slightly to 38 in 2016, meeting and exceeding the target of 41 set for December 31, 2017.

After a steady decrease in the number of bicyclists injured in motor vehicle crashes from 2013 to 2015, the number increased 17%, from 5,300 in 2015 to 6,200 in 2016. Because of this increase, the reduction target of 5,610 bicyclists injured in 2017 may be difficult to reach.

BICYCLIST FATALITIES

45 40 46 36 38

2012 2013 2014 2015 2016

Source: FARS

BICYCLISTS INJURED

5,929 6,140 5,647 5,300 6,200

2012 2013 2014 2015 2016
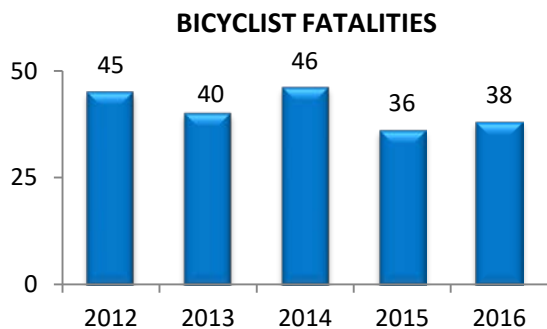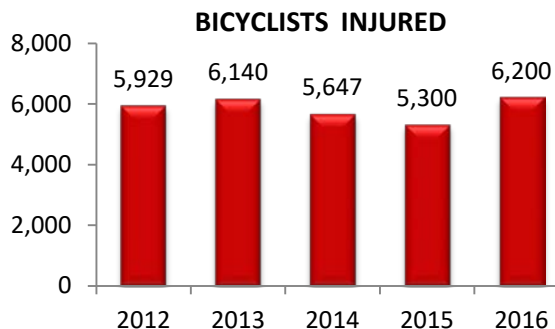
Source: NYS AIS/TSSR

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2017

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Pedestrian, Bicycle and Wheel-Sport Safety program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2017 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2017 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Education, Communication and Outreach

New York Bicycling Coalition (NYBC)

In FFY 2017, the NYBC carried out a number of initiatives as part of its *Transforming NY State into a Leader in Bicycle & Pedestrian Safety* project. The NYBC developed and deployed an online bicycle and

pedestrian safety education platform. The platform includes six safety quizzes targeting a wide age range and featuring illustrative graphics and interactive feedback. In addition, NYBC developed online education modules for Commuter Cycling and Winter Cycling.

FFY 2017 grant funding also enabled the NYBC to train 18 new League of American Bicyclists (LAB) League Cycling Instructors (LCIs) during seminars held in Rochester and Buffalo. These 22-hour seminars include oral presentations, demonstration of teaching skills and completion of a road test. Once certified, LCIs can teach the LAB's Smart Cycling curriculum, designed to work with novice to experienced bicyclists, and other bicycle safety programs. Going forward, these LCIs will be called upon to provide bicycle safety education activities in high fatality and injury counties across New York. The 18 new LCIs represent an increase of 35% over the total number of certified instructors in the state. In addition, 50 students successfully completed the nine-hour LAB Smart Cycling course (formerly called Traffic Skills 101, or TS101), which includes classroom, parking lot and road instruction, along with a written exam and road test.

During FFY 2017 the NYBC distributed more than 5,200 copies of its *New York Bicycling Pocket Guide* in English and Spanish, and more than 10,000 "Respect" rack cards and posters at various venues across the state, including regional bike meetings, the NYC Bike Expo in conjunction with the TD Five Boro Bike Tour, and via MPOs, schools, civic associations, bike clubs and bike shops. The pocket guide's revised third edition includes new pages on pedestrian safety to help support the NYS PSAP and to expand the NYBC's focus on these vulnerable road users.
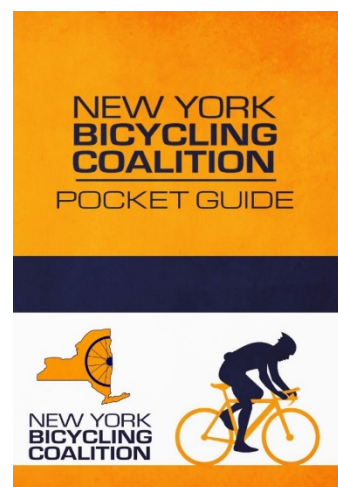
Grant funding was also used to produce a two-part video designed for training law enforcement officers, also accessible and useful for the general public. By the end of the grant period, the videos were viewed more than 25,000 times. In late 2017, these videos and other grant-funded educational materials will be packaged onto thumb drives for dissemination to law enforcement agencies statewide. All materials are also available for download on the NYBC website, www.nybc.net.

Community-Based Programs in Pedestrian, Bicycle, In-line Skating, Non-Motorized Scooter and Skateboarding Safety

Walk to School Day/Walk This Way

Walk to School Day is a national event that gives communities across the country an opportunity to join together in walking to school. It is part of the movement for year-round safe routes to school, and encourages walking as a healthy way for kids and families to make their school commute. Across New York State, 54 schools held Walk to School Day events on October 5, 2016.

National Bike to School Day

Modeled after the Walk to School Day event, the sixth annual National Bike to School Day was celebrated on May 10, 2017, with participation from 28 schools across New York State. These agencies and groups worked together to plan and organize events statewide:

- The NYS Safe Kids Coalition
- NYSDOT
- GTSC
- NYSDOH
- Association of New York State Metropolitan Planning Organizations
- NYBC
- New York State Association of Traffic Safety Boards
- American Automobile Association (AAA)

The NYSDOH along with members of the Albany County Department of Public Safety, Albany Police Department, GTSC, AAA and Capital Region Safe Kids held a Bike to School Day event at the Delaware Community School in Albany. Students arrived at the school on their bikes and were greeted by Mayor Kathy M. Sheehan, the Albany City Police Department's mounted units and AAA's Otto the Auto. Over 480 students then attended an indoor assembly where they learned about bicycle safety.

New York City Department of Transportation – Vision Zero Education Initiatives

Multi-Session Programs

In FFY 2017, Vision Zero age-appropriate educational and outreach programs were provided at 319 schools and 116 senior centers in the 20 target communities where NYCDOT has identified high-crash, two-way arterials. In addition, 40 multi-language presentations were provided to parents at health centers, schools and public assistance centers. Outreach to schools included meetings with principals and school staff and walking tours to identify issues around the locations. More than 45,000 grade K-12 students were exposed to a variety of multi-session, interactive pedestrian safety educational programming. The following programs were presented:

- Parent workshops (Pre-K and PTAs in Grades K-8)
- Let's Take a Walk (Grade K)
- Safety Smarts (Grades K-2)
- My Safety Toolbox (Grade 3)
- Safety City (Grade 3)
- Cross This Way (Grades 4-6)
- My Earth, My Community and Me (Grades 6-8)
- Stop Think Act (Grades 6-8)
- What's in the Air (Ages 8-12)
- Mileage Clubs (Afterschool – Ages 8-12)
- Safer Streets (Afterschool – Ages 8-12)
- CSI Crime Scene Investigators (Afterschool – Ages 9-12)
- Safety by Design (Grades 6-10)
- Take Action Against Distraction (Grades 6-10)
- Behind the Wheel (Grades 11 – 12)

- Walking Wisely
- Senior Vision Zero Workshops

Outreach staff conducting multi-session programs collected Vision Zero school reports and provided them to other School Safety Engineering or Borough Commissioners to help address issues school officials raised, such as broken signs and signals.

Street Teams and Community Outreach

Street Teams engaged with community residents and business owners in 23 precincts located in high-risk corridors in all five boroughs of New York City to gather information about their traffic safety concerns. The teams handed out tens of thousands of multi-modal Vision Zero printed educational materials to pedestrians, drivers and bicyclists.

Stadium Outreach

The NYCDOT set up information tables and conducted 41 Vision Zero outreach events for the public at Yankee Stadium, Citifield, Prospect Park, Richmond County Bank Ballpark (Staten Island Yankees), MCU Park (Brooklyn Cyclones) and Madison Square Garden.

Traffic Safety Sign Design Residency

Banner design residency programs were completed at five middle schools. Students participating in the ten-session programs worked with a teaching artist to create an original banner to address specific traffic issues in the area around their school. The program included a field trip to the NYCDOT Sign Shop where students learned how signs and banners are created. The banners were produced by NYCDOT and put on display in local business improvement districts in Queens, Manhattan and the Bronx. Unveiling ceremonies were held in May and June 2017.

Family Life Theater

During FFY 2017, interactive traffic safety skits with discussion workshops for teenagers were provided at 90 schools in partnership with the Department of Education. In addition, English and Spanish versions of the program were delivered to older adults at 25 senior centers in partnership with the Department for the Aging. Traffic safety educational materials were distributed to attendees during each event. The program for seniors was very successful in encouraging discussion of pedestrian safety issues among older adults.

We're Walking Here

Students in over 200 NYC school classes participated in the "We're Walking Here" competition, through which they engaged in a variety of traffic safety activities designed to fit into math, science or English classroom curricula. Participating schools also entered a competition to create winning PSAs and posters about walking and pedestrian safety. This year's winners were:

- 1st Place (video category) – J.H.S. 8, Queens
- 2nd Place (video category) – Tottenville H.S., Staten Island
- 3rd Place (video category) – J.H.S. 74, Queens
- 1st Place (poster category) – St. Christopher School, Staten Island
- 2nd Place (poster category) – PS 306, Queens
- 3rd Place (poster category) – PS 69, Bronx
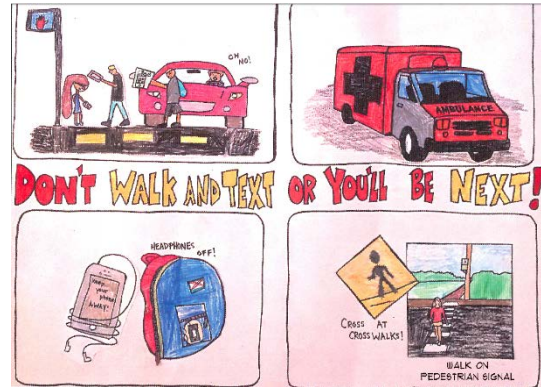
The winning entries can be viewed at:
http://www.nyc.gov/html/dot/html/pedestrians/walkingschools.shtml

Older Adult Pedestrian Safety Walking Clubs

Walking club programs for older adults were conducted at five senior centers in Queens and Brooklyn. During the eight-week program, older adults from each center identified safe routes and practiced pedestrian safety skills with a safety educator.

Cooperative Approaches to Improving Pedestrian and Bicycle Safety

New York State's Pedestrian Safety Action Plan (PSAP)

In FFY 2017, GTSC, NYSDOH and NYSDOT continued to play key roles in pedestrian safety guided by the New York State PSAP. The $110 million initiative, announced during a press conference on June 20, 2016, in Albany, details the state's "3E" (Engineering, Enforcement and Education) approach to addressing pedestrian safety challenges across upstate New York and on Long Island. It identifies 20 "focus communities" which accounted for nearly 50% of all pedestrian crashes between 2009 and 2013. The five-year plan calls for a variety of low-cost engineering improvements to be undertaken by the

NYSDOT, enforcement strategies to be organized by the GTSC and educational and public information initiatives to be spearheaded by the NYSDOH.

The NYSDOT is currently conducting pedestrian safety site evaluations on state-owned roadways, with plans to implement crosswalk improvements at more than 2,000 unsignalized intersections and midblock locations consisting of pavement markings and signage. Additionally, the NYSDOT will improve nearly 2,400 signalized intersection locations, with high-visibility crosswalk markings and signals enhanced with extended crossing times, countdown timers and leading pedestrian intervals to reduce conflicts between pedestrians and turning vehicles. Up to 400 locations will be equipped with pedestrian refuge islands and attention-grabbing light beacons. NYSDOT is also working to provide funding for local governments to implement pedestrian safety improvements on local and county roads. Funding will be announced in the spring of 2018.

In FFY 2017, GTSC staff, with the support of NHTSA, organized and held four pedestrian and bicycle safety training workshops in Nassau, Suffolk and Albany counties, educating about 80 law enforcement officers. (See *Pedestrian Safety Training Workshop for Law Enforcement* section below for more information.) GTSC also conducted the state's second annual pedestrian safety enforcement mobilization from June 16 through June 30, 2017. GTSC worked with police agencies in the designated PSAP "focus communities" to allocate a portion of their Police Traffic Services (PTS) grant to fund additional patrols during this high-visibility blitz, "Operation See! Be Seen!" (See *Operation See! Be Seen!* section below for more information.)

The NYSDOH continues to serve on the PSAP team carrying out Public Information and Education strategies including developing and maintaining outreach materials, statewide and targeted awareness activities, and providing technical support to communities to develop local educational initiatives.

In FFY 2017, NYSDOH continued to promote the use and distribution of "See! Be Seen!" educational materials developed to support pedestrian safety education and enforcement efforts. Over 51,000 "See! Be Seen!" materials were shared. Various educational tools have also been developed and made available on the Governor's Pedestrian Safety Website, including a pedestrian safety tool kit designed to assist communities in the implementation of PSAP educational strategies. The "See! Be Seen!" campaign print materials are now available in twelve languages: English, Spanish, Burmese, Haitian Creole, Karen, Kinyarwanda, Nepali, Russian, Somali, Swahili, Vietnamese and Yiddish.

An educational media campaign for television and radio was conducted in June 2017 during the "Operation See! Be Seen!" enforcement period. The "Distractions" Public Service Announcement ran for two weeks and the "Visibility" PSA will run in the autumn of 2017. NYSDOH is currently developing a third PSA to address vehicles failing to yield to pedestrians in crosswalks.

Additionally, the NYSDOH featured pedestrian visibility at an exhibit at the New York State Fair. The exhibit included:
- A large backdrop display with the heading "You may see headlights, but can they see you?"
- Tips for pedestrians to increase their visibility when walking near traffic
- A monitor displaying the new "Visibility" PSA
- "See! Be Seen!" print materials

Finally, NYSDOH staff conducted meetings with 12 local county health department health educators where the 20 PSAP focus communities are located. Educational strategies, potential funding for local

pedestrian safety initiatives and potential partnerships to promote further collaboration and implementation of the PSAP were discussed.

To view the full PSAP, public service announcements, and associated "See! Be Seen!" materials, visit http://ny.gov/pedsafety.

Walk-Bike New York Symposium

One of the important components of New York's pedestrian and bicycle safety program continues to be the Walk-Bike New York symposia held periodically at different locations around the state. During FFY 2017, the planning committee worked on the location, scheduling and program content for the upcoming 2018 symposium. Staff members from the Institute for Traffic Safety Management and Research (ITSMR) will coordinate the event, to be held March 28-29, 2018, in Schenectady. The symposium will focus on various disciplines involved in pedestrian and bicycle safety and provide participants with the necessary tools to work together to create walkable and bikeable communities.

Pedestrian Safety Training Workshop for Law Enforcement

In FFY 2017, in conjunction with NHTSA, GTSC planned, promoted and coordinated four six-hour pedestrian safety training workshops for law enforcement officers. Trainings were held in Suffolk, Nassau and Albany counties and marked the debut of a newly crafted train-the-trainer course which was developed collaboratively between state and federal partners to support the enforcement goals outlined in the state's PSAP. Officers learned about the state's plan to address pedestrian injuries and fatalities, relevant vehicle and traffic laws, pedestrian crash issues and data. They were given tools and strategies for effectively implementing pedestrian education and enforcement countermeasures. The trainings, which included one pilot course delivery, were attended by approximately 80 law enforcement officers from at least 32 police agencies across New York. GTSC continues to develop a roster of in-state law enforcement trainers who could assist the state with future deliveries of this course. The GTSC plans to offer additional courses in several PSAP-identified "focus communities" around the state beginning in the spring of 2018.

Focused Approach to Safety Initiative

In FFY 2017, GTSC concluded its partnership with FHWA on their Focused Approach to Safety initiative. To reduce pedestrian fatalities across the nation, FHWA's Safety Office is providing additional resources to the cities and states with the highest pedestrian fatalities and/or fatality rates. Cities that exceed the national average of 20 pedestrian fatalities per year or a pedestrian fatality rate of 2.33 per 100,000 population have been identified as pedestrian focus cities. States with a focus city have been automatically identified as focus states. New York was selected as a focus state as a result of New York

City's designation as a focus city. In FFY 2013, New York was invited to apply for NHTSA funding to demonstrate the effectiveness of a comprehensive pedestrian safety program. In April 2014, New York was notified that the state was awarded $805,801 to conduct a three-year pedestrian safety demonstration project in New York City. The project implemented the enforcement, education and public information components outlined in New York City's pedestrian action plan and concluded during FFY 2017.

Enforcement accomplishments included the issuance of 2,425 speeding and 1,312 failure-to-yield summonses by the NYPD during a total of more than 4,000 dedicated patrol hours. At high pedestrian crash corridors, pedestrian injuries declined by 34% and at high pedestrian crash intersections, pedestrian injuries dropped by 23%. The education campaign consisted of a combined 697 classroom-based and older adult pedestrian safety outreach sessions. The public information campaign focused on online promotion of NYC's Vision Zero initiatives and specifically microtargeted and engaged the demographics that are most likely to speed, fail to yield to pedestrians and engage in distracted driving. These web-based ads were viewed more than 8.5 million times.

Westchester County – Plan4Safety Community Grant Program

The goal of the Plan4Safety Community Grant Program is to reduce the number of crashes, injuries and fatalities in Westchester County by educating road users about safe behaviors on the road. Bicycle safety is among the many topics that the Westchester County Traffic Safety Office addresses in its educational programs. Numerous presentations were conducted at schools, camps, childcare centers and libraries during National Bike Month in May. These programs focused on safe riding practices, bicycle fit, helmet fit and usage, being visible to traffic, and following the rules of the road. Participants watched "I'm no Fool on Wheels" or "Bike Safety with Bill Nye the Science Guy" videos which provided information on being safe not only while biking, but also while enjoying other wheel-sports. Students were given educational brochures that will help them remember to follow the safety rules while they are riding their bicycles or scooters or using roller-skates or skateboards. In all, dedicated bicycle safety events were conducted at 10 locations across Westchester County reaching over 1,000 students.

The Westchester County Traffic Safety Office also promoted safe biking and helmet use during annual "Bike and Skate Sundays," when parts of Bronx River Parkway were closed to automobile traffic and open to bicyclists and skaters. Westchester County Police and members of the Bicycle Safety Committee provided bicycle and helmet fittings, safety inspections and free bicycle repairs. An estimated 3,000 bicyclists rode on the parkway, and numerous riders stopped to check helmet fit and bicycle fit and to pick up safety materials.

Westchester County traffic safety educators also promoted the importance of pedestrian safety. More than 800 children participated in safe walking programs where they discussed safe ways to cross the

street, the need to walk on the left if there are no sidewalks available, and the importance of staying alert and being visible to traffic.

Broome County Bicycle and Pedestrian Safety Outreach

During FFY 2017, Broome County Traffic Safety conducted 14 bicycle and pedestrian safety outreach programs reaching over 862 people. These programs targeted young children and adolescents at elementary schools, day care centers, preschools, summer programs, health fairs and cycling skills clinics. Participants learned basic bike safety, rules of the road and how to properly fit a helmet through visuals of crashed helmets and a "melon drop" demonstration. All participants also received educational materials. Two cycling skills clinics were conducted in April and May 2017, along with a bicycling safety event which was held in partnership with the Broome County Health Department's Healthy Neighborhoods Program. Combined, these three outreach programs and clinics attracted over 200 participants and resulted in the distribution of 332 bicycle helmets.

Broome County Traffic Safety also implemented a bicycle and pedestrian safety poster campaign in the elementary schools of two Broome County school districts. Multiple posters were created, each with a single bicycle or pedestrian safety message, specifically geared towards young children. Messages such as the importance of wearing a helmet, following all traffic signs, riding on the right, how to safely walk at night, crossing at crosswalks and using the pedestrian safety signals were displayed on these posters. A total of 280 posters were distributed to all 35 elementary schools in the county in April in preparation for National Bike Safety Month in May.

Monroe County Pedestrian and Bicycle Safety Program

The Monroe County Office of Traffic Safety offers bicycle and pedestrian safety programs for children and adults. In FFY 2017, the program included 84 school presentations that reached over 3,500 young students. The Office of Traffic Safety teamed up with physical education staff at the Council Rock Primary School in the Brighton Central School District on a program to educate students on the importance of biking and walking safely. An online video was produced which students were encouraged to watch at home with their parents before National Bike to School Day on May 10, 2017. This video reinforced the traffic safety lessons children received in class. Over 740 students participated in this training during their physical education classes at school.

The Office of Traffic Safety also conducted seven bike rodeos reaching 582 young riders. The training at each rodeo focused on six bicycle handling skills: brake check, tight cornering, slow race, figure eight, slalom/rock dodge and hand signals.

Bike Training and Helmet Fitting (New York City DOT)

The NYCDOT provided 24,459 helmets at helmet fitting events at a variety of locations and events. Another component of the NYCDOT's program is the Bike to School program, which was conducted in 12 schools this year. Students and their teachers participated in a series of workshops to learn about bike safety, bike repair, and the rules of the road for bicyclists. The schools also participated in instructor-led rides and bike fairs. Finally, NYC DOT conducted two summer bike safety events at Union Square to distribute bike safety information to the public as well as bike lights and bells provided by the DOT Bike Unit.

Bike and Pedestrian Safety at Summer Streets (New York City DOT)

In FFY 2017, the New York City DOT Safety Education Program continued to provide a Safety Zone at the three Summer Street Saturday events for families on Park Ave. in Manhattan to raise awareness of bicycle, pedestrian and passenger safety. The Safety Zone, which is open to adults and children, includes four stations: pedestrian, car, truck and bicycle. After receiving a passport to the Safety Zone, each child or adult stopped to complete an activity at each station before finishing up at the Safety Wheel. After completing the activities, each participant spun the Safety Wheel, answered a question and received a prize.

Enforcement of Traffic Violations

Operation *See! Be Seen!*

During FFY 2017, the GTSC conducted the state's second annual pedestrian safety enforcement mobilization from June 16 through June 30, 2017. GTSC worked with police agencies covering the 20 designated PSAP "focus communities" to allocate a portion of their PTS grant to fund additional patrols during this high-visibility blitz, "Operation See! Be Seen!"

Grantees were encouraged to issue warning cards and educational materials prepared by the NYSDOH to pedestrians and drivers found to be violating the law during the first week of the campaign, and citations during the second week. Police agencies were also encouraged to build a pedestrian safety enforcement component into future grant applications in order to support the five-year plan. Participating police agencies reported using more than 825 enforcement hours, issuing 1,135 warning cards and 409 tickets for infractions such as pedestrians crossing on a steady "DO NOT WALK"

signal and failure to yield the right-of-way to a pedestrian in a crosswalk. A second pedestrian safety mobilization is tentatively scheduled for mid-June 2018.

Suffolk County Police Department Pedestrian Education and Enforcement

During FFY 2017, the Suffolk County Police Department (SCPD) utilized funding from its PTS grant award to devote substantial resources to pedestrian safety education and enforcement in support of the state's PSAP. The Suffolk County towns of Brookhaven, Islip, Babylon and Huntington are designated PSAP "focus communities" based on pedestrian crash volume. From 2009 to 2013 there were 1,791 pedestrian crashes in these four towns.

As a result, the SCPD aggressively engaged the public throughout the two-week "Operation See! Be Seen!" mobilization period in June 2017. The agency dedicated over 250 enforcement hours which resulted in over 600 individual interactions with pedestrians and motorists. SCPD's Community Relations Bureau distributed over 1,000 tip cards and hung over 200 posters throughout the communities during the educational phase of the campaign. Additionally, the SCPD Highway Patrol conducted a pedestrian decoy operation in a high pedestrian traffic area. Officers focused on violations which contribute to pedestrian crashes, resulting in over 700 tickets being written during the enforcement period.

White Plains Department of Public Safety

The White Plains Department of Public Safety received continued grant funding from GTSC in FFY 2017 to address pedestrian safety in the city. The goal of the project was to reduce crashes involving pedestrians which are largely attributed to driver inattention or other traffic violations such as unsafe speed and failure to yield the right-of-way. The department identified areas that have the highest rates of pedestrian crashes and targeted those for high-visibility enforcement and community outreach. In addition to enforcing motorist violations, the department issued warnings to pedestrians who failed to use crosswalks and comply with pedestrian crossing signals. During "Operation See! Be Seen!" White Plains PD officers distributed educational pamphlets provided by the state along with 123 warning cards and 27 summonses for violations of the NYS Vehicle and Traffic Law pertaining to pedestrian safety. A subsequent pedestrian enforcement detail was conducted for a month during September 2017. The department issued a total of 145 summonses in FFY 2017 to drivers who did not yield to pedestrians in a crosswalk.

New York City Pedestrian and Bicyclist Safety Enforcement

With the assistance of GTSC, the NYPD used FFY 2017 funding from the NYC Pedestrian and Bicyclist Safety Enforcement grant to increase awareness of and compliance with traffic laws. The NYPD conducted saturation enforcement on arterial roadways within the five boroughs with high volumes of bicycle traffic. The enforcement focused on speed, yielding to pedestrians in crosswalks and adhering to traffic signs and signals. The NYPD also conducted targeted enforcement in areas identified through data analysis as high-risk locations for speed-related crashes involving bicycles and pedestrians. Variable Message Signs (VMS) were used in

conjunction with the enforcement efforts. In addition, multi-lingual educational materials were distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks and crossing with the light, and to discourage the use of cell phones while crossing.

The goal of this program is to reduce the number of traffic fatalities that occur annually in New York City by increasing police visibility and communication within high-risk neighborhoods in the city's five boroughs. The following results were reported for the three enforcement programs conducted during 2017.
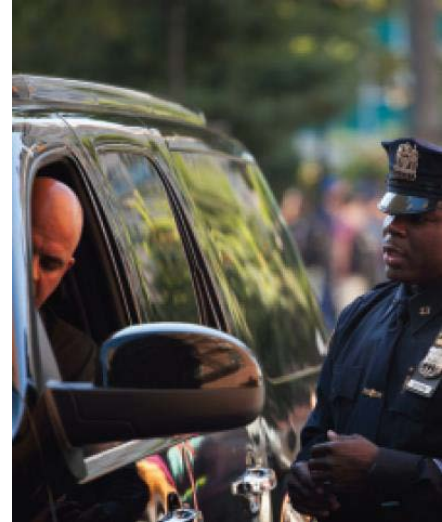
Failure to Yield Enforcement

Between July and September 2017, 70 operations were conducted at 5 locations in Manhattan. 525 summonses were written – for 291 vehicles failing to yield to pedestrians and 234 various other hazardous violations. Four arrests were made for aggravated unlicensed operation of a motor vehicle.

Speed Enforcement

From January to September 2017, speed enforcement was conducted at 12 selected off-highway locations throughout the City. During this time period, there were a total of 1315 summonses issued, with 1270 speed summonses and 45 other hazardous violations issued.

Bicycle Enforcement

Throughout the summer of 2017, the Patrol Services Bureau conducted bicycle enforcement at top accident locations that have been determined through data research to involve a high number of bicycles. During this time period a total of 1489 summonses were issued for various hazardous moving violations.

Town of Ramapo Police Department Pedestrian Decoy Program

In FFY 2017, the Ramapo Police Department continued the agency's Pedestrian Decoy Program. The program was created in response to numerous motor vehicle crashes involving pedestrians or bicyclists, many of which resulted in serious injuries. During the year, special details were conducted where a police officer in plain clothes attempted to safely cross a roadway using a designated crosswalk. Motorists who did not yield to the pedestrian as required by law were stopped by a marked police vehicle. The Town of Ramapo Police Department also continued its reward program for youth who exhibited safe pedestrian and bicycling behaviors and its efforts to increase awareness and enforcement of the state's current pedestrian and bicycle safety laws.

OCCUPANT PROTECTION

In 2017, motorists in New York continued to demonstrate a high level of seat belt compliance with the statewide usage rate reaching an all-time high of 93% in the annual survey conducted in June. New York's seat belt use rate has been 90% or higher each year since 2010 and has been consistently above the national average since passage of the nation's first seat belt law in 1984.

New York State and National Seat Belt Usage Rates
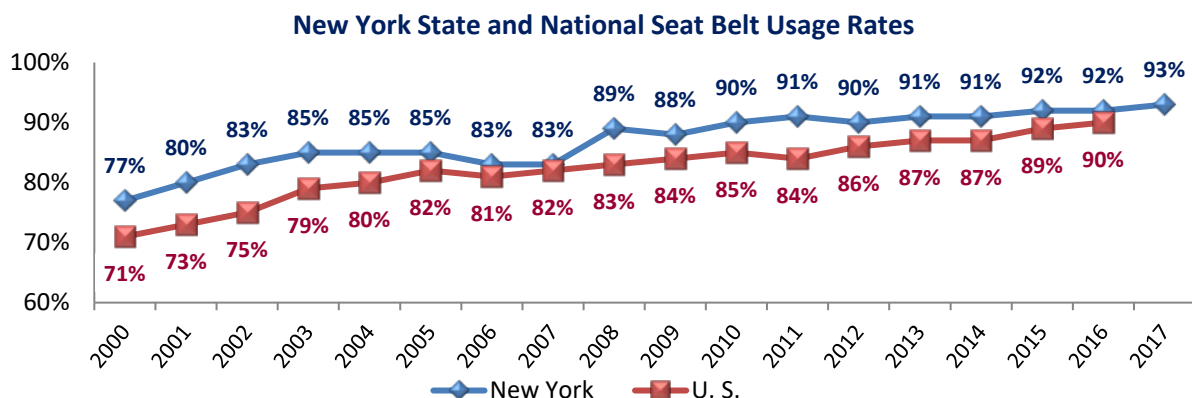
Much of New York's success in maintaining a high rate of compliance can be attributed to the continued implementation of high visibility enforcement efforts through the state's Buckle Up New York/Click It or Ticket (BUNY/CIOT) program. The highlight of the BUNY/CIOT program each year is the strong participation of the state's law enforcement agencies in the national seat belt enforcement mobilization in May.
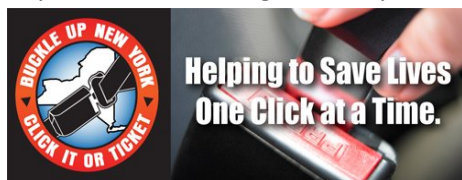
This year, GTSC expanded the "Protect Your Melon" occupant protection educational campaign featuring professional race car driver Ross Chastain. Approximately 1,400,000 watermelons with the campaign slogan were distributed to retail outlets stores throughout the state and a number of special outreach events were conducted to raise awareness of the importance of seat belt use among key high risk groups.

In FFY 2017, the NYS Vehicle and Traffic Law Section 1229-c was amended to require seat belt use by taxi and livery drivers and any passengers age 16 and over riding in the front seat of these vehicles. The new law takes effect on November 1, 2017.

In addition to increasing adult seat belt usage, the other major focus of New York's occupant protection efforts is child passenger safety (CPS). In FFY 2017, New York's occupant restraint law was also amended to increase the safety of children. Effective November 2019, children up to age two are required to ride in a rear-facing child restraint that is appropriate for the child.

In FFY 2017, GTSC awarded 333 CPS mini-grants to support and maintain New York's network of active child restraint inspection stations. To increase accessibility to CPS services, special outreach efforts to underserved populations, such as the use of mobile inspection stations in rural areas and the availability of bilingual technicians, continued to be a priority. To ensure the availability of a large pool of certified CPS technicians, GTSC also continued to support CPS training and recertification classes. In FFY 2017,

253 new technicians were certified; New York now has 1,770 individuals who are certified to educate parents and caregivers about proper child restraint use and installation in New York State. In addition, GTSC hosted two Special Needs Child Passenger Training courses; 18 technicians completed the training and are now certified to work with special needs children.

In FFY 2017, GTSC used the national "Know for Sure" campaign message in its efforts to educate parents and other caregivers on the importance of using the most appropriate type of child safety seat based on the child's size. This messaging was the focus of Child Passenger Safety Week celebrated September 17-23, 2017.

ASSESSMENT OF PROGRESS

Occupant Protection Targets for FFY 2017

❖ Increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point from 92% in 2015 to 93% by December 31, 2017

❖ Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 2 percent from 155 in 2014 to 152 by December 31, 2017

Status of Performance Measures

New York's seat belt use rate has been at 90% or above since 2010. In 2017 the target to increase the statewide observed seat belt use rate by 1 percentage point to 93% was achieved.

The number of unrestrained passenger vehicle occupants killed in crashes fluctuated from 2012 to 2016. The reduction target of 152 unrestrained passenger vehicle occupant fatalities set for the end of calendar year 2017 was met in 2016.

SEAT BELT USE RATES
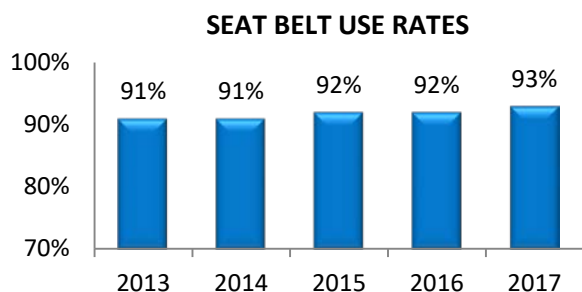
Source: NYS Seat Belt Observation Surveys

UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

*Revised based on final FARS data
Source: FARS
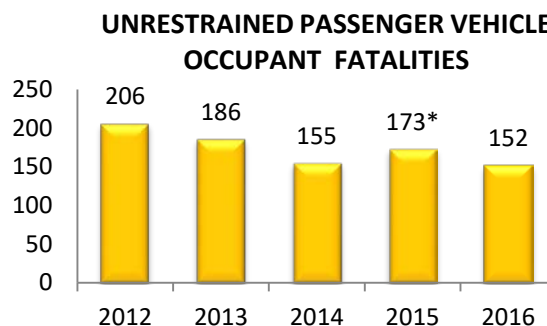
TICKETS ISSUED FOR VIOLATIONS OF THE SEAT BELT LAW
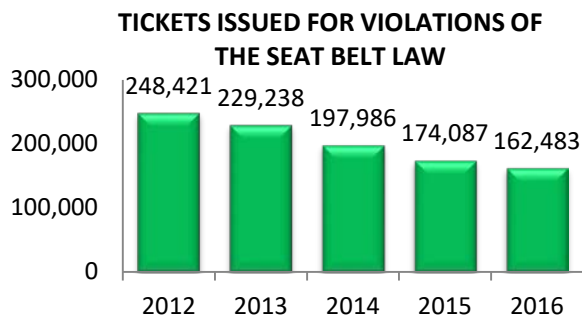
Sources: NYS TSLED and TVB systems / TSSR

The number of seat belt tickets issued continued on a downward trend in 2016. Compared to 2012 when 248,421 tickets were issued for seat belt violations, 162,483 tickets were issued in 2016, a decrease of 34.6%. The decline in the number of tickets is likely due to reductions in highway safety funding and competing priorities for enforcement resources. Despite the drop in enforcement, the state's seat belt use rate reached an all-time high of 93% in 2017.

Annual Survey of New York State Drivers: Results Related to Seat Belt Use

Seat belt use was one of the traffic safety topics included in New York's annual driver behavior surveys conducted at five Department of Motor Vehicles offices beginning in 2010. The table below provides the responses to questions regarding the frequency of seat belt use and the perception of the risk of being ticketed for the five most recent surveys conducted 2013-2017. Additional charts include the results of analyses of these questions by gender and age.

How often do you use a seat belt when you drive or ride in a car, van, sport utility vehicle or pickup truck?

	2013	2014	2015	2016	2017
Always	84.6%	85.6%	86.9%	86.7%	86.0%
Most of the time	9.8%	9.5%	7.6%	8.1%	8.9%
Sometimes	3.8%	3.1%	3.4%	3.6%	3.3%
Rarely	1.0%	0.8%	1.0%	0.6%	0.7%
Never	0.9%	0.9%	1.1%	1.1%	1.0%

What do you think the chances are of getting a ticket if you don't wear a seat belt?

	2013	2014	2015	2016	2017
Always	21.9%	25.5%	25.6%	27.3%	27.8%
Most of the time	28.3%	25.8%	27.7%	25.8%	25.8%
Sometimes	35.0%	33.6%	30.0%	30.5%	30.5%
Rarely	11.0%	10.1%	11.9%	10.4%	11.4%
Never	3.7%	5.0%	4.8%	5.9%	4.6%

Source: 2013-2017 Driver Behavior Surveys

- Reported restraint use was very consistent across the five surveys conducted 2013-2017. In 2017, 86% of the respondents reported that they "always" wear a seat belt and 9% wear one "most of the time" when driving or riding in a vehicle. Only 2% "rarely" or "never" buckle up.

- The perception of the risk of getting a ticket for violating the seat belt law has increased over the five years; in 2017, 54% thought someone would receive a ticket "always" (28%) or "most of the time" (26%) compared to 50% in 2013.

- In 2017, 16% of the respondents thought that someone would "rarely" (11%) or "never" (5%) get a ticket for failing to wear a seat belt, consistent with earlier years.

Differences by Gender

- Reported restraint use by women remained higher than by men and declined to 88% in 2017.

- In 2017, reported restraint use among men held steady at 84%.

DRIVERS WHO ALWAYS WEAR A SEAT BELT IN A VEHICLE BY GENDER
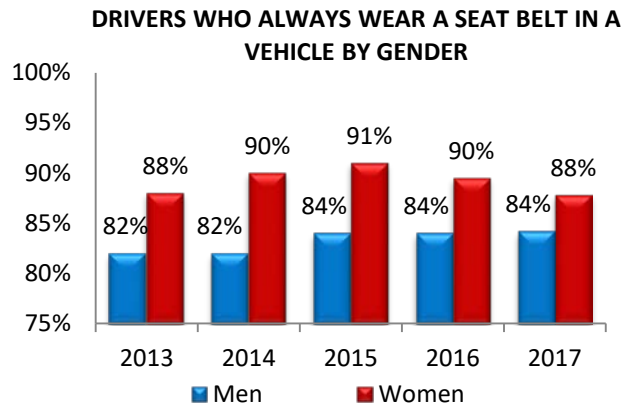
Source: 2013-2017 Driver Behavior Surveys

- Each year, women are more likely than men to think they would "always" or "most of the time" get a ticket if they are not wearing a seat belt.

- In 2017, the perception of the risk of receiving a seat belt ticket remained consistent among men (50% compared to 51% in 2015). The proportion of women who thought they would "always" or "most of the time" get a ticket for failing to wear a seat belt increased slightly to 58% in 2017.
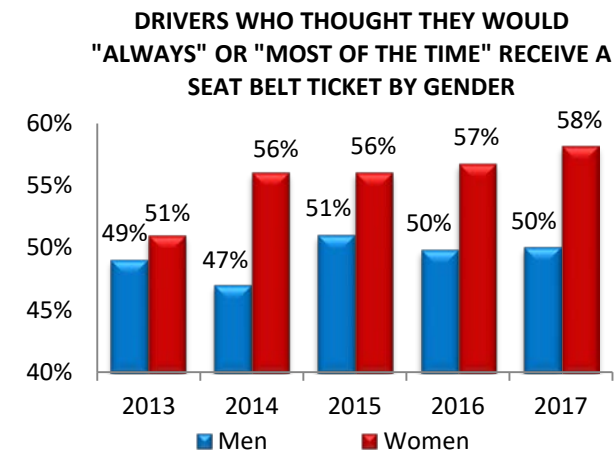
DRIVERS WHO THOUGHT THEY WOULD "ALWAYS" OR "MOST OF THE TIME" RECEIVE A SEAT BELT TICKET BY GENDER

Source: 2013-2017 Driver Behavior Surveys

Differences by Age

DRIVERS WHO "ALWAYS" WEAR THEIR SEAT BELT IN A VEHICLE BY AGE GROUP
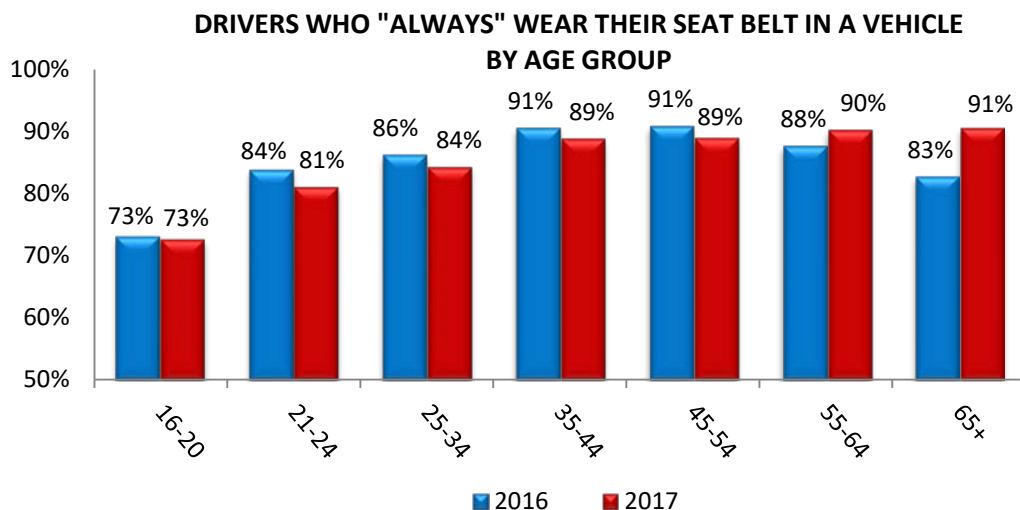
Sourc-2017 Driver Behavior Surveys

- In general, reported seat belt use increases with age; in 2017, 73%-84% of the drivers in the age groups under 35 reported they always buckle up when driving or riding in a vehicle compared to 89%-91% of the drivers in each of the age groups 35 years and older.

- The largest increase in reported use occurred in the 65 and older age group; in 2017, 91% said they "always" buckle up in a vehicle compared to 83% in 2016.

- Between 2016 and 2017, small decreases in reported seat belt usage occurred in the age groups 21-24 (84% to 81%), 25-34 (86% to 84%) and 35-44 (91% to 89%).

PERCEPTION THAT SOMEONE WOULD "ALWAYS" OR "MOST OF THE TIME" GET A TICKET FOR NOT WEARING A SEAT BELT BY AGE GROUP
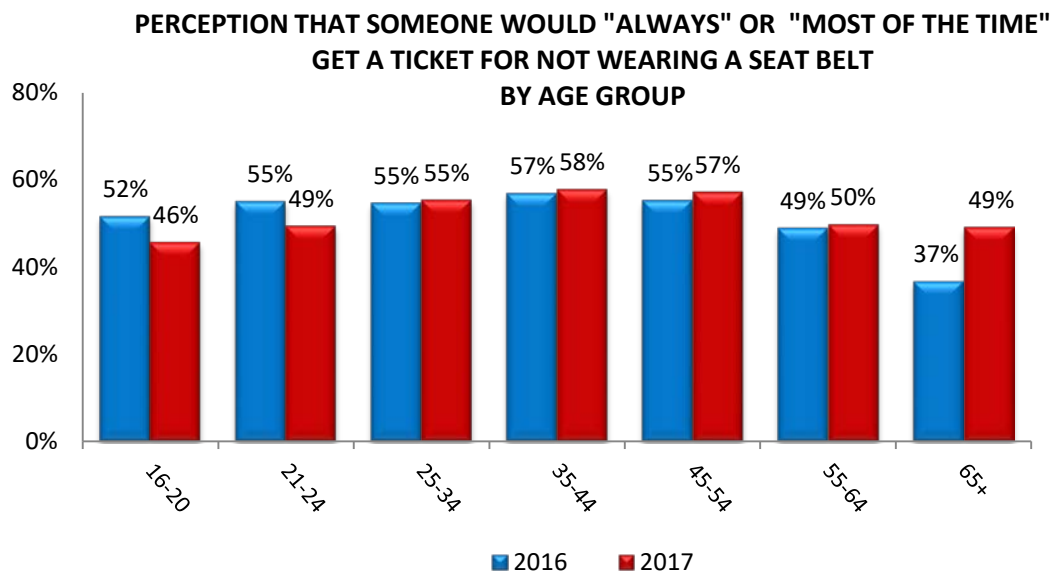
Source: 2016-2017 Driver Behavior Surveys

- In 2017, the proportion of drivers who thought that someone who did not wear a seat belt would get a ticket "always" or "most of the time" ranged from a low of 46% for the 16-20 age group to a high of 58% for the 35-44 age group.

- While the perception of risk of getting a seat belt ticket increased slightly among those in most of the age groups surveyed between 2016 and 2017, decreases occurred in the age groups 16-20 and 21-24. The greatest increase, from 37% to 49%, was observed in survey respondents age 65 and older.

OCCUPANT PROTECTION PROJECTS AND ACTIVITIES FUNDED IN FFY 2017

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Occupant Protection program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2017 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2017 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Seat Belt Enforcement

The primary strategies used during the past year to increase seat belt compliance were high visibility enforcement, zero tolerance and a vigorous public information and education (PI&E) campaign which are all major components of the Buckle Up New York/Click It or Ticket program. Agencies were encouraged to focus on low-use areas of the state, high-risk groups and conducting enforcement at times of the day when compliance is traditionally lower.

Buckle Up New York/Click It or Ticket

The high-visibility enforcement and PI&E campaign, BUNY/CIOT, consists of a number of proven components:

- **High visibility enforcement checkpoints**: Seat belt enforcement efforts are made highly visible to the public in a number of ways, including the use of checkpoints and extensive outreach to the media. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.

- **Zero-tolerance enforcement:** Police officers continue to maintain a zero-tolerance policy when enforcing occupant restraint violations; no warnings are issued. As a result, the perceived risk of receiving a ticket for non-compliance is high.

- **Seat belt mobilizations:** A statewide 14-day seat belt mobilization is conducted in May/June in conjunction with the national enforcement initiative. The mobilizations consist of high visibility enforcement, intensive media campaigns and PI&E activities.

- **Nighttime enforcement**: Police agencies have begun to conduct enforcement efforts during nighttime hours to reach low-use populations of motorists. The most obvious difficulty in implementing this strategy is being able to see into the vehicles to detect noncompliance. Methods to illuminate the interior of the target vehicles include conducting the checkpoints in well-lit areas that provide a sufficient degree of ambient light and using additional lighting to enhance nighttime surveillance capabilities.

- **Police officer motivation**: To participate in the BUNY grant program, police agencies must adopt a mandatory seat belt use policy for its officers and require officers to participate in roll call video training. The GTSC and the State Police have produced a roll call DVD for police agencies that stresses the importance of seat belt use by all law enforcement personnel. The DVD is available to any police agency upon request. This year, 25 additional copies of the roll call video were sent to police agencies.

- ***Dedicated roving patrols:*** Staffing levels, training requirements and other constraints occasionally limit a law enforcement agency's ability to conduct fixed seat belt checkpoints. Agencies are encouraged to use dedicated roving patrols throughout the year and to supplement fixed checkpoints during the enforcement mobilizations.

- ***Statewide, multi-agency effort:*** Throughout the state, police agencies participate in multi-agency checkpoints and other collective enforcement activities. The multi-agency approach has had significant positive results, including an increased public perception that all police agencies, regardless of uniform or region of the state, are serious about the use of seat belts. Furthermore, these details foster a better working relationship among the different agencies and bolster other enforcement and traffic safety initiatives.

- ***PI&E and media outreach:*** Public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the distribution of a statewide press release and other media efforts. Since the beginning of the BUNY program in 1999, statewide PI&E and media efforts have grown and have been very successful. As the program has evolved, local agencies have become increasingly more adept at promoting their efforts through different media venues including social media.

- ***Reporting and evaluation:*** Law enforcement agencies that receive grant funding are required to report their seat belt enforcement activities. The success of the enforcement and educational efforts are evaluated through observational surveys of seat belt use and reported restraint use in crashes. Enforcement efforts reported by the individual grantees during the mobilizations and throughout the year are closely reviewed in conjunction with other weighted factors to ensure that future funding is awarded to those agencies that are the most aggressive in their efforts.

Over the past year, the BUNY/CIOT program continued to incorporate these fundamental components. In FFY 2017, the GTSC provided 283 Police Traffic Services (PTS) grants directly to municipal and county law enforcement departments, while additional police agencies participated in the program through block grants awarded to their counties. All agencies in the state are encouraged to participate in the BUNY enforcement waves regardless of grant funding. During the two-week mobilization in May 2017, more than 24,000 seat belt tickets and over 2,300 child restraint tickets were issued, approximately 1,600 fewer than the number in 2016.

TICKETS ISSUED DURING THE MAY 2016 AND 2016 BUNY/CIOT MOBILIZATIONS

	May 23-June 5, 2016	May 22-June 4, 2017
Tickets for Seat Belt Violations	25,643	24,257
Tickets for Child Restraint Violations	2,569	2,365
Total Safety Restraint Tickets Issued	**28,212**	**26,622**

State Police Buckle Up New York Program

During the 2017 mobilization conducted May 22–June 4, 2017, State Troopers issued 8,129 adult seat belt and 756 child restraint citations. This represented over 33% of the total law enforcement activity for the two-week mobilization.

In FFY 2017, the New York State Police partnered with the New York State Park Police for a statewide "BUNY in the Parks" occupant restraint initiative. A press release announcing the event was distributed to statewide media outlets on July 6, prior to the 16-day campaign. Approximately 30 joint details were conducted between July 8 and July 23 throughout the state in proximity to state parks where lower levels of child restraint and seat belt use were observed. Once again, the National Park Service Enforcement Division participated and conducted enforcement and education at national parks where seat belt usage is low. These interagency checkpoints resulted in 431 seat belt and 1,274 child restraint tickets being issued.

Day-to-day enforcement is the foundation of the State Police occupant restraint enforcement efforts, and this "around-the-clock" activity has been substantial. From October 1, 2016 to September 30, 2017, State Troopers issued 46,622 adult and child safety restraint tickets statewide. Monthly enforcement details continued to play an important role in the overall occupant protection program with 970 additional fixed or roving seat belt details being conducted in FFY 2017.

Throughout the year, the State Police also continued its extensive occupant protection public information and education activities. The Traffic Services Section updated and distributed a variety of informational and promotional materials at numerous venues, including the New York State Fair. Radio public service announcements were disseminated statewide and media outlets were encouraged to broadcast these messages, particularly during the weeks preceding the Buckle Up New York enforcement wave. The educational component included 126 Rollover simulator and Convincer demonstrations that reached a total of approximately 45,000 at various locations including schools, county fairs and press events.

Communications and Outreach

Support for Enforcement Efforts

High visibility communications and outreach are essential for an effective seat belt enforcement program. The publicity generated from earned and paid media coverage of enforcement efforts raises public awareness and the perception of risk of receiving a ticket resulting in greater compliance among all motorists. In FFY 2017, GTSC continued to support communications, outreach and other public

information and education efforts to publicize high visibility enforcement campaigns including those that are directed at the general population in the state and those that target specific groups, such as young drivers, that have been identified as high-risk, low compliance segments of the population.

Education of the General Public and High-Risk Groups

Efforts to educate the public about the importance and correct use of occupant restraints, including seat belts, booster seats and child safety restraints, help to promote greater compliance and continue to be supported. Examples include informational displays at popular venues such as the New York State Fair, the use of Convincer trailers and rollover simulators to demonstrate the importance of seat belt use in crashes and special activities for young drivers such as "Battle of the Belts" competitions. These types of educational activities are directed toward the general public as well as specific groups identified as having low usage rates including minority, rural, low-income and special needs populations. The involvement of groups such as medical personnel, educators and law enforcement who regularly interact with the public and are in a position to assist with these educational efforts continue to be encouraged.

In FFY 2017, GTSC launched the statewide "Protect Your Melon" occupant protection educational campaign. As part of this program, the GTSC partnered with JD Motorsports and Xfinity racecar driver Ross Chastain to promote restraint use, particularly among males ages 18-34 and pick-up truck drivers who historically have demonstrated lower restraint use.

From May through August, approximately 1,400,000 watermelons were distributed to retail outlets statewide; the "Protect Your Melon" logo with a reminder to Buckle Up was affixed to each melon.

As part of the outreach efforts, Ross Chastain interacted with students at the Williamson High school with "Battle of the Belts" events in Wayne County and was a speaker at the Buckle Up New York kick-off press event held at the State Fair in Syracuse, NY. In August Chastain interacted with patrons at the Watkins Glen State Park and at the DMV exhibit at Watkins Glen International just prior to the NASCAR Xfinity race.

CHILD PASSENGER SAFETY

New York's occupant restraint law covers all front seat occupants and children up to age 16 riding in the rear seat of vehicles. Children under the age of four must be in a federally-approved child safety car seat and children under age eight must be restrained in an appropriate child restraint system which may be a car seat, a booster or an approved safety vest. The determination of an appropriate restraint system is based on the child's height and weight. In FFY 2017, the law was amended to require children from birth up to age two to ride in a proper child restraint facing the rear of the vehicle. This law will increase the safety of the youngest passengers riding in vehicles and reduce the number of severe injuries and fatalities in a crash. The exemptions for vehicles with lap belts only and children taller than 4'9" or weighing over 100 pounds have not changed. The penalty for violations of the laws related to

children continues to be a fine of no less than $25 and no more than $100. The driver is also assessed three license penalty points if a passenger under the age of 16 is not properly restrained in accordance with the law.

The strategies for Child Passenger Safety focus on improving child passenger safety through public awareness; education and instruction for parents and other caregivers on the proper installation and use of child safety seats; training for technicians and instructors to provide these services to the public; child safety seat distribution programs; and child seat check events. To support these strategies, New York's Child Passenger Safety (CPS) Program provides grant funding in four areas, each designed to educate and improve the safety of children transported in vehicles on the state's roadways.

- Fitting Stations where, by appointment, a NYS Certified Technician will inspect the installation of the child safety seat, provide instruction on proper installation and replace unsafe seats.

- Awareness Training Classes conducted to educate the public on all aspects of Child Passenger Safety.

- Seat Check Events held regularly for the inspection of child restraint seats without an appointment; unsafe, inappropriate, outdated or seats that have been involved in a crash are replaced.

- Distribution Centers where appropriate child safety seats are supplied, free of charge, to qualified low-income families.

In FFY 2017, GTSC awarded 155 CPS grants to local agencies, compared to 187 in FFY 2016. This reduction in grants was due to the lack of funding available for the purchase of child restraints. Many grantees provided multiple programs and services; 115 agencies supported permanent fitting stations, 39 agencies received funding to conduct awareness classes, 103 agencies hosted multiple car seat check events and 76 grantees offered programs focusing on educating and providing seats to low-income families. According to the reports received to date, a total of 12,884 seats were inspected and 8,041 seats were given away through the CPS grant program in FFY 2017.

Grantees continue to utilize storage trailers that were purchased with federal funding in previous grant years. The trailers are used as mobile fitting stations, storage facilities and/or educational training trailers. Trailers are required to display both the GTSC and Child Passenger Safety logos.
GTSC's CPS Program Coordinator assists agencies with grant development and management including the preparation of grant applications, reporting, vouchering and requesting project modifications when necessary.

Child Passenger Safety Communications and Outreach

Through its Child Passenger Safety (CPS) grant program, GTSC continued to provide support and coordination for statewide public information and education to encourage seat belt and proper child restraint use. GTSC provides educational materials and other support to state and local agencies, child passenger safety technicians and the general public on child passenger safety issues and serves as the state's clearinghouse for information regarding child passenger safety training classes, child safety seat check events and other child passenger safety activities. GTSC's CPS Coordinator oversees the information on permanent fitting stations, seat check events, training classes, technician and instructor updates and public information materials, all of which are updated regularly on www.safeny.ny.gov and on the "Frequently Asked Questions" page of the DMV website.

"Know for Sure" Campaign

In FFY 2017, New York promoted the national child passenger safety campaign, "Know for Sure Your Child is in the Right Car Seat" launched by NHTSA and the Ad Council. The goal of the campaign is to make sure all parents and caregivers are properly securing their children (birth-12 years) in the right restraint (rear-facing, forward-facing, booster seats and seat belts) for their age and size and to ensure the safety restraints are properly used and installed by parents and caregivers. To assist in the dissemination of the Know for Sure message, window cling sunshades were purchased and distributed at car seat check events and fitting stations. New York State also added a focus of Tween safety to the campaign. Most tweens (8 to 12-year-olds) seriously injured or killed in crashes were not wearing seat belts. Children in this age group are also more likely to get injured in crashes when riding in the front seat.
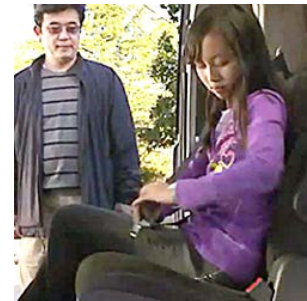
In FFY 2017, the New York State Department of Health (NYSDOH) Bureau of Occupational Health and Injury Prevention, GTSC and the CPS Advisory Board collaborated on a new tool kit for the "Know for Sure" message. These tool kits are developed to assist grantees, technicians and instructors who are responsible for seat check events, distribution centers, public awareness classes and permanent fitting stations. The Child Passenger Safety tool kit includes the following information:

Tweens – Never Give Up Until They Buckle Up
1. Seat Belt Safety for Tweens at safercar.gov
2. Tips to keep Tweens Safe in Vehicles (pdf)
3. Under 13 Tip Card (pdf)
   - Under 13 Tip Card – English (pdf)
   - Under 13 Tip Card – Spanish (pdf) at NYSDOH
   - Under 13 Tip Card – French (pdf) at NYSDOH
4. Under 13: Back seat and buckled up! at NYSDOH

Know for Sure… Is Your Child in the Right Car Seat?
1. Car Seat Safety at safercar.gov
2. 4 Steps 4 Kids (pdf) at NYS Department of Health
3. Stacking Toy Poster (pdf)
4. Baby Bottle Poster (pdf)
5. Spanish Athlete Poster (pdf)

6. Spanish White House Poster (pdf)
7. I'm Safe in the Car Backseat Bingo Game
8. Know For Sure window cling sun shade
9. Order form for Know for Sure Campaign Materials (pdf)

The tool kits from past campaigns also remain on the www.safeny.ny.gov website for future use.

Child Passenger Safety Awareness Training

The trend for agencies to offer more CPS awareness training classes continued in FFY 2017. While the seat check events are very successful and draw media attention, the awareness classes can reach a greater number of parents, expectant parents and caregivers. In 2017, 141 awareness classes were held throughout the state for over 3,030 participants; 41% of the participants were parents and 20% were expectant parents and caregivers. In FFY 2017, awareness trainings were offered to local social service departments making up 11% of the presentations. The other participants included foster parents, day care providers, law enforcement officers, health care professionals and bus drivers.

Most classes consisted of classroom training that included demonstrations of car seat installations, education on the provisions of the occupant protection law and information on the various resources available, such as car seat check events and permanent fitting stations. Seven training classes held a seat check event in conjunction with the awareness training; 152 seats were inspected and 30 seats were given away to those in need at these events in 2017.

Again this year, many grantees purchased and used the latest version of the CPS video "Don't Risk Your Child's Life" which is updated each year. The video includes information on the American Academy of Pediatrics' (AAP) recommendation to keep infants rear facing until age two or until the highest recommended weight allowed by the manufacturer is reached.

NYS Child Passenger Safety Advisory Board

The New York State Child Passenger Safety (CPS) Advisory Board advises the GTSC on child passenger safety issues and promotes a higher level of skill, knowledge and participation by technicians and instructors to improve child passenger safety in all regions of New York State. The accomplishments of the CPS Advisory Board in FFY 2017 included the following:

● All technician training courses for the year were scheduled by May 2017.

● Child passenger safety information and news for technicians and instructors continued to be provided through the GTSC website www.safeny.ny.gov.

● Members of the Advisory Board worked with the New Jersey CPS Conference Committee to plan the NHTSA Region 2 conference which will be held at the Ocean Place Conference Center in Long Branch, NJ, March 19-21, 2017. Many board members are planning to moderate and present sessions at the conference.

● The GTSC provided the regional coordinators with an updated list of all technicians and instructors on a monthly basis. A list of technicians whose certifications had expired was provided for the CPS Advisory Board to use in canvassing for recertification.

● The Advisory Board coordinated the events and the publicity campaign for Seat Check Saturday that kicked off Child Passenger Safety Week in New York State.

- The Advisory Board distributed a continuing education unit curriculum and has been working on creating a new curriculum to be distributed in FFY 2018.

- The Advisory Board created a new educational form to distribute to parents and caregivers at car seat check events and at fitting stations when distributing a new child restraint.

- The resumes of new Advisory Board members were submitted and approved by the Board and GTSC.

- The Advisory Board fully endorsed and supported Senate bill S06523 that was signed by Governor Cuomo mandating that children remain in rear-facing car seats up to age two. The amendment to the law goes into effect in November 2019.

Recruitment and Training of Child Passenger Safety Technicians

Certified Technician Training Program

In 1999, New York's CPS technician program began with 98 certified technicians and nine instructors. Today, the program has grown to 1,770 Certified Technicians, 78 CPS Instructors and three CPS Instructor Candidates. While other states have lost technicians, New York has been able to maintain a stable number of certified technicians.

The CPS grants awarded by GTSC support technician training classes and cover recertification fees for technicians and instructors. In 2017, 21 Standardized Child Passenger Safety Technician Training classes were conducted, producing 253 new certified technicians. There were 166 certified technicians who attended nine Continuing Education Unit Update Trainings in FFY 2017 to renew their certification. Three Renewal Testing Trainings were held where 11 certified technicians regained their certification. GTSC also hosted two Special Needs Child Passenger Training Certification Courses certifying 18 Special Needs Technicians.

Technicians come from a variety of backgrounds, with the largest proportions representing local police agencies (29%), County Sheriff Offices (13%), health agencies (12%), Fire/EMS (12%) and the New York State Police (9%).

Child Passenger Safety Technical Update Training Classes

CPS technical update classes provide the opportunity for technicians and instructors to update skills and stay current with the latest information and guidelines. Continuing Education Units are available for those who attend these classes. According to Safe Kids Worldwide, 65.6% of New York's technicians were recertified during FFY 2017, approximately the same proportion as the previous year. New York's recertification rate consistently exceeds the national rate of 58%.

Child Safety Seat Inspection Stations

Permanent Child Safety Seat Fitting Stations

In FFY 2017, GTSC awarded 115 mini grants for the operation of permanent fitting stations. Currently, there are 289 permanent fitting stations in New York State. The agencies operating fitting stations reported that 8,686 child safety seats were inspected in FFY 2017, a decrease of 3,532 from the number inspected in FFY 2016 (12,218). Due to the lack of funding to purchase child restraints, a total of 1,555 child safety seats were given away at the fitting stations in FFY 2017 compared to 3,987 in FFY 2016. As with previous years, GTSC contacted all of the fitting stations to verify and update the information that is posted on www.safeny.ny.gov.

ACTIVITIES AT PERMANENT FITTING STATIONS
FFY 2012-2016
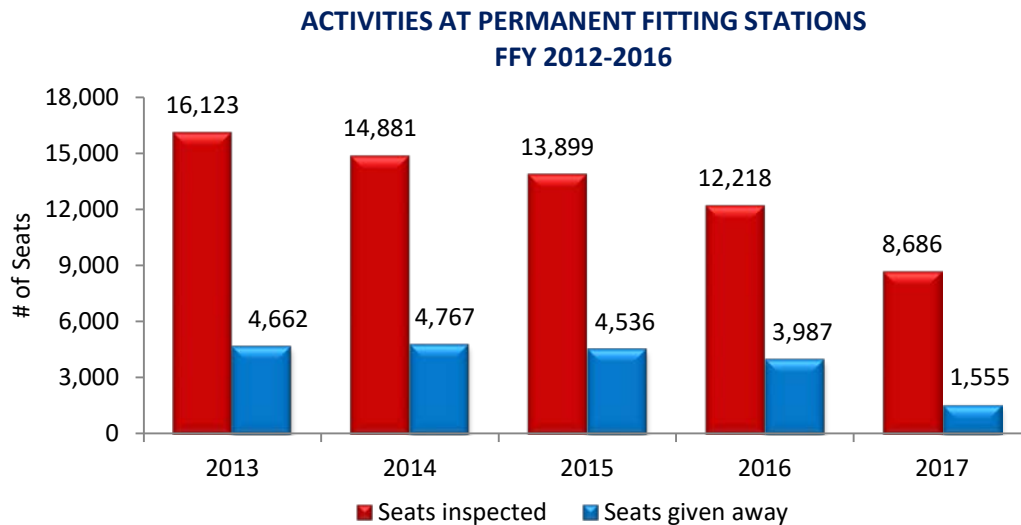
Fitting stations in New York State have remained very active. In most cases, seats are inspected by appointment. Listed below are some of the most active fitting stations and the number of seats inspected at their facilities in FFY 2017 and the number of seats given away.

- Albany County Traffic Safety Board: 1,155 inspections and 74 seats given away

- Cornell Cooperative Extension of Saratoga County: 732 inspections and 36 seats given away

- North Greece Fire District: 661 inspections and 12 seats given away

- Dutchess County Traffic Safety Board: 380 inspections and 46 seats given away

- NY Coalition for Safety Belt Use: 372 inspections and 1 seat given away

- Cornell Cooperative Extension of Livingston County: 375 inspections and 70 seats given away

- St. Mary's Hospital for Children: 308 inspections and 18 seats given away

- NYC DOT: 280 inspections and no seats replaced

- North Tonawanda City Police Department: 270 inspections and 84 seats given away

Car Seat Check Events

Child Safety Seat Check Events

In FFY 2017, 223 child safety seat check events were conducted across the state. At these events, 4,064 seats were inspected; 88% of the seats inspected were installed incorrectly and 1,125 were replaced compared to 1,591 seats replaced in FFY 2016. Despite the recent AAP recommendation to keep children rear facing up to age two combined with the booster seat law which requires children up to age eight to be restrained in an appropriate restraint, fewer seats were replaced. This reduction in the replacement numbers was due to the National Highway Transportation Safety Administration legal interpretation which determined that child safety seats could only be given away to low-income families. Although this interpretation was subsequently repealed, the anticipated reduction in the number of child restraints that could be given away caused grantees in New York State to set higher standards for seat replacement.

The types of misuse found during car seat check events in FFY 2017 are summarized in the table below.

MISUSE PROBLEMS ENCOUNTERED DURING INSPECTIONS IN FFY 2017

Rear-Facing Seats	Forward-Facing Seats	Booster Seats
Seat too loose	Seat too loose	Not used at all
Harness straps not snug	Harness straps not snug	Not age/weight suitable
Not age/weight suitable	Seat too old	Lap/shoulder belt not positioned correctly
Inappropriate recline	Harness straps in wrong slots	Seat too old
Seat too old	Not age/weight suitable	Not secured when not in use
Harness clip placed wrong	No history, missing labels	Not using high back when needed
No history, missing labels	LATCH used incorrectly	Harness straps not removed
LATCH used incorrectly	Harness straps twisted	Seat belts routed incorrectly
Carrying handle up	Harness clip placed wrong	Using a shield booster seat
Harness straps in wrong slots	Seat belts routed incorrectly	Used with only a lap belt

The most common types of car seat misuse continued to be failing to install the car seat tightly and not securing the harness straps snugly over the child. Again this year, many children six and seven years of age were found to be restrained by vehicle seat belts alone. Keeping children in this age group in booster seats remains one of the greatest challenges. There were also many cases involving children riding in booster seats where the shoulder belt was placed incorrectly or not used at all.

National Seat Check Week and Seat Check Saturday

As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 17-23, 2017. The goal each year is to remind caregivers to keep children properly restrained in a child safety seat that meets their weight and height requirements.

This year, 48 check events were held across the state where a total of 879 seats were checked by 278 certified technicians and 200 seats were provided to replace outdated, recalled or inappropriate seats. On National Seat Check Saturday observed on September 23, GTSC staff participated in the event held at Crossgates Mall in conjunction with the Albany County Traffic Safety Awareness Weekend. A total of 102 seats were inspected for proper installation by 40 certified technicians at this event.

Child Safety Seat Distribution and Education Programs

Child Safety Seat Distribution Programs

In FFY 2017, GTSC funded 76 child safety seat distribution programs for low-income families. Each program may have a different approach to child passenger safety education, but all of the programs have a certified CPS technician available to spend 20-30 minutes teaching parents how to properly install their car seat. Most programs show families the educational video "Don't Risk Your Child's Life" and provide educational brochures and materials. This year, 5,331 child safety seats were distributed to low-income families across New York, 1,636 fewer than the previous year due to the federal restriction on purchasing and distributing car seats. Most families are referred to these programs through their Social Services and WIC Offices.

The child safety seat distribution program conducted by the Albany County Traffic Safety Board is one of the largest programs in the state. The Albany County Traffic Safety Board partners with the Alpha Pregnancy Care Council of Albany County to serve people in need in their two locations at Albany and Cohoes. A total of 445 car seats were distributed to qualifying low-income families who attended the information sessions on the proper installation of the child safety seat by certified Child Passenger Safety Instructor William VanAlstyne.

Research, Evaluation and Analytical Support for New York's Performance-Based Occupant Protection Program

Statewide Observational Survey of Seat Belt Use

At GTSC's request and to meet federal requirements, the Institute for Traffic Safety Management and Research (ITSMR) conducts New York State's annual observational survey of seat belt use. Twelve counties and 10 observation sites within each county are included in the survey. The 2017 survey was conducted in June following the national seat belt mobilization May 23–June 5 and resulted in a statewide use rate of 93%. By maintaining a use rate of at least 90%, New York meets the criteria for a "high use" state and will be eligible again for federal 405b Occupant Protection grant funds in FFY 2019.

In accordance with NHTSA requirements, ITSMR staff selected a new set of observation sites to be used starting with the 2018 seat belt survey. The list of new sites will be submitted to NHTSA for approval early in FFY 2018.

COMMUNITY TRAFFIC SAFETY PROGRAMS

The Community Traffic Safety Programs area includes projects undertaken by local jurisdictions to address their traffic safety problems and statewide initiatives to enhance local programs. The programs that are funded encompass strategies from several traffic safety program areas and contribute to the achievement of New York's overall statewide goals and objectives.

Some of the strategies and outreach efforts that counties are encouraged to integrate into their local programs stem from state level initiatives focusing on specific issues such as drowsy driving and pedestrian safety, or special groups such as younger drivers, older drivers, children and diverse populations. During 2017, GTSC actively conducted outreach to the eight federally-recognized Indian Nation tribes within New York State consistent with its goal to discuss ways to develop and strengthen sustainable relationships that will lead to reductions in traffic-related injuries and deaths among members of this underserved population.

ASSESSMENT OF PROGRESS

Community Traffic Safety Programs Target for FFY 2017

The core outcome measure for tracking progress in the Community Traffic Safety Programs program area is drivers under age 21 involved in fatal crashes. The following performance target was set in the FFY 2017 Highway Safety Strategic Plan:

❖ Decrease drivers age 20 and younger involved in fatal crashes 2 percent from 97 in 2014 to 95 by December 31, 2017

Since 2014, the number of drivers under age 21 involved in fatal crashes has been on a slight upward trend. In 2016, the number of young drivers in fatal crashes reached 103, indicating that the target of 95 set for December 31, 2017, may be difficult to achieve.

DRIVERS UNDER AGE 21 INVOLVED IN FATAL CRASHES
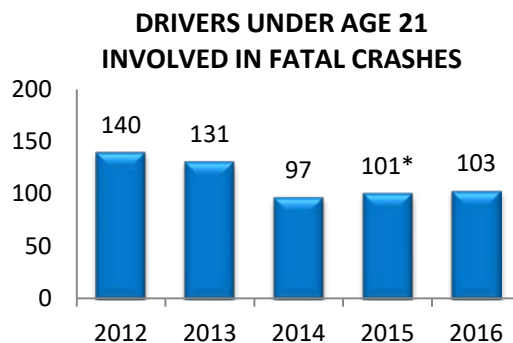
*Revised based on final FARS data
Source: FARS

COMMUNITY TRAFFIC SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2017

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Community Traffic Safety Programs that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2017 HSSP. Included under the strategies below are descriptions of selected Community Traffic Safety projects that highlight the activities undertaken in this program area. The complete list of projects implemented in FFY 2017 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Community-Based Highway Safety Programs

New York Coalition for Transportation Safety – Safety Education Programs

The Town of Hempstead is one of four areas identified in the Pedestrian Safety Action Plan as being overrepresented for pedestrian and bicycle injuries and fatalities. To deal with this issue, a pedestrian safety forum was held at Senior Village within the town. Topics presented included best practices for pedestrians and the NY State Vehicle and Traffic Laws that pertain to pedestrians. Residents identified their major concern as speed of the traffic immediately in front of the residence, saying that 30 mph was seldom observed. Residents identified several other top traffic safety issues, including the condition of the sidewalks, poor visibility at corners, illegal turns and traffic blocking access to bus stops.

The New York Coalition for Transportation Safety worked with the Village of Hempstead Police Department and a core group of about 10 traffic safety representatives from Senior Village. The Police Department listened to the concerns and observed first-hand the traffic conflicts that existed within just two square blocks of their building. The Coalition provided the committee members with reflective vests and other reflective materials for use on the typical route to the bus terminal. The Police Department representative walked as well and provided an officer with a radar gun to check traffic speed. Later they provided a digital speed monitoring sign in front of the residence.

A second effective effort was a bicycle safety education program conducted with a Girl Scout troop in Long Beach. The program had several components:

1. Bicycle safety information at regular troop meetings, one topic per meeting:
2. How to advocate for better road design that includes bicycle lanes/protected bicycle lanes.
3. Bicycle safety poster contest
4. 3-mile bicycle ride with all the girls in the troop, the troop leader and Coalition staff
5. School assembly program during Bicycle Safety Week in May 2017 at East School by four members of the troop who attended the school
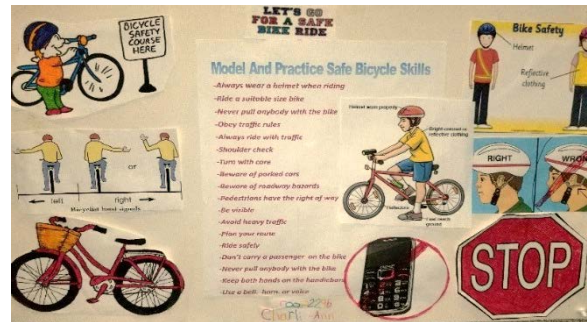
Broome County Department of Health – Teen Traffic Safety Day

The Annual Teen Traffic Safety Day is a full day of interactive traffic safety activities and educational speakers that addresses the prominent traffic safety issues among young drivers and passengers. It is a partnership between the Broome County Traffic Safety and STOP-DWI Programs with a sponsorship from State Farm Insurance. High school students from Broome and neighboring counties learn about the dangers of distracted and impaired driving, the importance of seat belt use, and the aftermath of a crash including trauma, injury and the financial and legal consequences. The event began in 2013 and has grown in participation each year. In 2017, over 800 students from 20 schools attended.

Teen Traffic Safety Day activities include the following:

- Educational presentations by victim impact speakers and traffic safety advocates

- Battle of the Belts competition
- Safety belt demonstrations by the NY State Police
- Texting and driving simulators provided by AT&T
- Use of fatal vision goggles
- Interactive trauma program, "Let's Not Meet by Accident," presented by United Health Services' trauma and injury prevention professionals
- Presentation by the local driver education program

Driving in the Safe Lane Project

The Community Parent Center in Nassau County conducted a number of activities and events to educate and raise awareness among parents, teens and the public about issues related to young drivers. The Driving in the Safe Lane program is a school-community partnership involving the Community Parent Center, schools, law enforcement, government, and the medical and business communities in Nassau County.

During FFY 2017, 50 daytime and evening programs/events were presented at public and private schools in Nassau County reaching over 13,700 parents, students, teachers and community members in the county's culturally diverse areas. The programs for teens and their parents were held at the schools in the evening, often in conjunction with driver education courses. To encourage teens to attend, parking

privileges at the school and other incentives were offered. Speakers included members of the law enforcement and medical communities, parents of crash victims and teens performing community service as a result of traffic-related offenses.

The safe driving message was further reinforced through a variety of other daytime programs and events including "Grim Reaper Days," school and community health fairs, assembly presentations and educational speakers. These full and half-day programs offer a variety of hands-on activities that demonstrate the dangers of impaired and distracted driving behaviors and the importance of making good decisions. During many of the school events, students and faculty signed the Driving in the Safe Lane pledge banner and used fatal vision goggles while driving a non-motorized pedal kart to simulate impaired driving.

Niagara County Traffic Safety Fair

The Niagara County Office of Traffic Safety once again held the eight-day Annual Traffic Safety Fair. About 2,500 juniors and seniors from 20-25 high schools in five neighboring counties attended. The fair consists of two segments. First, a crash victim speaks about the impact of being in a crash, followed by a mock crash scene narrated by dispatchers, police and fire personnel. The second segment involves hands-on activities for the participants. The students watch a Mercy Flight helicopter

arrive or depart and get a chance to talk to the crew. There are also several presentations on rollovers, seat belt use, railroad crossing safety and construction zone safety. This year, the Niagara County Office of Traffic Safety added a driving simulator. The program lasts approximately five hours with a half-hour lunch between the two segments, during which four-man teams from the schools compete in a "Battle of the Belts." Each member of the winning team receives an iTunes gift card.

Livingston County – Cornell Cooperative Extension of Livingston County, Mount Morris, NY

In FFY 2017, Cornell Cooperative Extension (CCE) continued their comprehensive Community Traffic Safety Education plan for all Livingston County residents, intended to help save lives and prevent injuries in the Livingston County area. The Traffic Safety Coordinator (TSC) attempted to reach all Livingston County demographic groups and offer them educational programs in the community. Letters were sent to all schools in March 2017, inviting them to schedule traffic safety education programs. Eight Pre-Teen Driver classes were taught at Wayland Cohocton Middle School on the dangers of distracted, drugged, and drowsy driving.

Wheeled sport rodeos were scheduled and held at summer recreation centers and daycare centers during June and July with the assistance of the county health department, the Sheriff's Office and other law enforcement agencies. Eighteen bicycle rodeos, including a new adult focused rodeo, were held at various recreation and daycare locations.

Occupant Safety presentations were delivered in six local area public schools during FFY 2017. The Traffic Safety Coordinator oversees nine child passenger safety fitting stations, holds monthly child passenger safety seat checks, and provides child passenger safety seats through a low-income distribution program.

Older driver safety education programs were conducted as well. CCE collaborated with local law enforcement, Office of the Aging and Noyes Hospital to host a CarFit event in June 2017. The event was highlighted in the monthly AARP Magazine.

I'm Safe: Multiple sessions of each occupant, wheeled sport and pedestrian safety program were delivered to Livingston Wyoming County Arc Head Start/KidStart classrooms in FFY 2017—children with special needs, developmental delays and/or diagnosed disabilities. The Traffic Safety Coordinator taught these programs at both the Dansville and Mount Morris Head start locations.

#PoweredbyGTSC: In order to educate the local community and social media community on the programs that GTSC provides via the Highway Safety Grant through Livingston County, the TSC started using the hashtag #poweredbygtsc for all social media posts. It not only created an easy way of tracking all the traffic safety posts made, but offered an excellent educational opportunity for viewers and a better understanding of the grant that GTSC provides.

Orange County Traffic Safety Program

The Orange County Traffic Safety Program continues to provide a multi-faceted program for school and community groups focusing on prevention and program partnerships. The hallmark of the program is an annual Traffic Safety Plan operating in eleven high schools that includes a variety of options: a 4-6 week driving simulator program, "Not One More" assemblies, parking permit programs, health classes, summer law enforcement academies, Teen Driver Safety Week activities, and Jacy Good's "Hang Up and Drive" program. During the FFY 2017 grant period, over 7,500 students were reached with information on distracted and aggressive driving. In addition, the partnership with local courts through a conviction diversion program educated approximately 880 teens.

A Senior Driving Safety Program continued to work with four community senior centers to enhance knowledge and skills related to aging and driving.

Statewide Implementation of Traffic Safety Initiatives

Drowsy Driving

National Drowsy Driving Prevention Week was November 6-13, 2016, coinciding with the end of Daylight Saving Time on November 6. A statewide press release was issued by the NYS Department of Motor Vehicles (NYSDMV) on behalf of New York's Partnership Against Drowsy Driving (NYPDD). NYPDD members include representatives from GTSC, NYS Departments of Health (DOH), Motor Vehicles (DMV) and Transportation (NYSDOT), NYS Thruway Authority, NY State Police, NYS Sheriffs' Association, NYS Association of Chiefs of Police (NYSACOP), NYS Association of Traffic Safety Boards, NYS Motor Truck Association, AAA Hudson Valley and NY Association for Pupil Transportation. Variable Message Boards along the NYS Thruway displayed the "Stay Awake! Stay Alive!" message on the weekend of November 4th.

At the start of Daylight Saving Time on Sunday, March 12, 2017, a similar press release on Drowsy Driving Prevention was issued, reminding drivers that lack of sleep produces impairment and citing an Australian study which showed that being awake for 24 hours produces an impairment equal to a blood alcohol concentration (BAC) of .10. The NYPDD created a PowerPoint educational program that was delivered to various high-risk groups throughout the state. Presentations were made to nearly 500 traffic safety partners, including:

- NYS Department of Transportation workers in Allegany County
- NYS Pupil Transportation professionals in Tioga County
- NYS Association for Pupil Transportation Conference in Albany

To complement this program, over 340 "Stay Awake! Stay Alive!" brochures and 513 posters were distributed statewide through the NYSDOH. A social media campaign focusing on drowsy driving prevention was launched during September 2017. This campaign emphasized the importance of sleep, taking nap breaks when driving long distances, and recognizing what strategies do not work to help drivers stay awake.

GTSC was awarded a $15,000 grant from the Governors Highway Safety Association (GHSA) and the National Road Safety Foundation (NRSF) to implement programming and campaigns aimed at drowsy driving. The Stony Brook University School of Health Technology and Management will develop a social media strategy that targets populations at highest risk of drowsy driving. It will include an innovative, interactive website where individuals will take a brief survey – the Epworth Sleepiness Scale (ESS) – a standard in the Sleep Technology (Polysomnography) industry. This initiative will raise participants' awareness to "Know Your Sleep Score," identifying individuals with poor sleep patterns and those with high levels of sleepiness. Through this initiative GTSC hopes to help change social norms on sleep impairment and to relay the message that Drowsy Driving cannot be ignored and is a dangerous behavior that can result in injury and death. The GHSA/NRSF grant results will be used for a newly created grant for 2018 on Prevention of Drowsy Driving Curriculum Development with the Research Foundation of SUNY Stony Brook. GTSC looks to develop a research-informed curriculum, a pilot implementation on a college campus and an external program evaluation on drowsy driving for drivers under the age of 25, a high-risk group.

NYS Department of Health (NYSDOH)

The NYSDOH Bureau of Occupational Health and Injury Prevention (BOHIP) assists partners in reducing traffic-related injuries and fatalities through its participation in a number of initiatives.

Pedestrian Safety Action Plan: The NYSDOH participated in the NYS Pedestrian Safety Action Plan (PSAP) Team, playing a lead role in the development, implementation and evaluation of educational strategies. The "See! Be Seen!" pedestrian safety campaign was further developed to include television, radio, web-based, social media, and billboard messaging and statewide distribution of campaign print materials. Staff also developed several resources to be included on the new NYS Pedestrian Safety web page hosted by the Governor's Office. These resources include:
- "See! Be Seen!" campaign materials translated into 12 languages
- Pedestrian Vehicle and Traffic Law Quick Reference Guide for law enforcement
- "Obey the Law" warning cards for law enforcement
- Pedestrian Safety PowerPoint presentations for a variety of target audiences

In addition, staff worked with GTSC to solicit participation of law enforcement agencies in a two-week enforcement blitz. Officers educated citizens and also issued warnings and/or citations to both drivers and pedestrians who violated pedestrian-related Vehicle and Traffic Law. Supporting "See! Be Seen!" materials were provided to the PSAP focus communities prior to the enforcement blitz. Staff also participated in law enforcement pedestrian safety training activities and continued to assist in the development of a training curriculum that fulfills the needs in New York State as they relate to the enforcement strategies outlined in the PSAP.

The NYSDOH will release their second "See! Be Seen!" public service announcement focusing on pedestrian visibility at night during October and November 2017. The media campaign encourages pedestrians to be safe and visible when walking at dawn and dusk.

A third television PSA to support future education and outreach strategies outlined in the PSAP is being developed. The numerous driver and pedestrian behaviors that contribute to pedestrian injuries were considered, and "Failure to Yield" at intersections was identified as the focus. Staff are working closely with the firm Moving Pictures to secure a location, select talent and produce the video.

GDL Guides for Parents: NYSDOH program staff collaborated with GTSC and local law enforcement to create the Graduated Driver License regional guides (Upstate, Long Island and New York City) for parents. The guides were posted on the NYSDOH public website and print copies are available from the NYSDOH distribution center. Thus far, over 33,572 guides have been distributed to teen driving partners. NYSDOH program staff continue to collaborate with the GTSC Law Enforcement Liaisons to distribute the guides statewide.

"Share the Keys" Parent Teen Orientation Program: Research conducted by the Children's Hospital of Philadelphia has shown that parental involvement and management of teen driving reduces teen crash risk. Involved parents who set rules and monitor their teens' driving behavior in a supportive way can lower their teens' crash risk by half. BOHIP staff previously assembled a parent-teen orientation to educate parents and teen drivers about the risks and responsibilities associated with driving based on New Jersey's "Share the Keys" program.

A pilot NYS "Share the Keys" facilitator training was held on March 21, 2017. Feedback received during this session was incorporated into the training materials before they received NYSDOH approval. Thus far, five partners from across the state have volunteered to assist with the pilot testing of the parent/teen orientation. NYSDOH staff will work to execute printing of training materials for use in pilot testing. Pending successful pilot testing, a larger supply of program materials will be made available. Staff also plan to include the "Share the Keys" materials in the broader Driver Education Research and Innovation (DERIC) curriculum as a resource.

Child Passenger Safety Week: NYSDOH program staff worked with GTSC and the NYS CPS Advisory Board to coordinate and promote NHTSA's "Know for Sure Your Child is in the Right Car Seat" campaign during national Child Passenger Safety Week, September 17-23, 2017. The campaign also included messaging that encourages children under age 13 to ride in the back seat; this aligns with the NYSDOH "Under 13? Backseat and Buckle Up" campaign. The following items were distributed to 90 local contacts to display in locations routinely accessed by parents and caregivers during CPS Week:

- 18,625 "4 Steps 4 Kids" tip cards
- 16,150 "Under 13" or "tween" passenger safety tip cards
- 5,000 "Who is Riding Safely" activity sheets
- 2,232 "Know for Sure" static window clings
- Over 1,100 "Know for Sure" posters
- Over 475 "Baby on the Way? Think Safety Today" posters

Based on a need identified by traffic safety partners in Broome County, tip cards were made available in Arabic, in addition to English, Spanish, and French. An inventory of the campaign materials was maintained at the NYSDOH Distribution Center. Requests for the materials continued to be received after the designated week.

NYSDOH staff also provided assistance to the Albany County Department of Public Works at a Seat Check Saturday event held at Crossgates Mall in Albany on September 23, 2017.

Social Media and Targeted Traffic Safety Messaging: NYSDOH program staff developed Facebook messaging for a traffic safety media buy. Staff worked with the NYSDOH Outreach and Education and Public Affairs Group to develop targeted traffic safety social media messages for bicycle, child passenger, motorcycle, and teen driver safety. NYSDOH also contracted with OpAD Media to disseminate traffic safety-related messages to targeted communities based on injury data and best practices. The following audiences for messaging were selected based on review of crash data:
- Bicycle Safety – Chemung, Erie, Kings and Monroe counties
- Child Passenger Safety – Statewide
- Motorcycle Safety – Erie, Kings, Nassau, New York, Queens and Suffolk counties
- Teen Driver Safety – Statewide

Statewide Communications and Outreach

Survivor Advocate Program

FFY 2017 marked the sixth year of the National Safety Council's Survivor Advocate grant to raise awareness about the dangers of distracted driving, impaired driving and unsafe driving behaviors. Underwritten by GTSC, this funding supports a Speakers Bureau to provide education and outreach to traffic safety stakeholders and high-risk populations. Jacy Good, a nationally recognized advocate to end distracted driving, Marianne Angelillo, mother and accomplished author, and Karen Torres, daughter and keynote speaker at several national traffic safety conferences, form the Speakers Bureau. In FFY 2017, over 30,000 students, teens and motorists heard their personal stories about the impact a traffic crash can have on a family. This core group of speakers provided 115 presentations to schools, victim impact panels and other traffic safety professionals.

Commercial Motor Vehicle Safety

New York State Truck Safety & Education Symposium and Safety Exhibition
GTSC participated in the NYS Truck Safety & Education Symposium and Safety Exhibition held in Saratoga Springs on April 4-5, 2017. The theme of this year's symposium was "Moving the Industry Forward." This educational opportunity provided information to industry professionals on anticipated changes in rules and regulations that will have an impact on their trucking operations. Sessions were presented on topics such as DOT audit prep, Electronic Logging Device (ELD) updates, truck platooning/automated vehicles, and oversize/overweight permits. Other timely sessions included State and Federal agency updates as well as policies above and beyond motor carrier regulations. Two notable highlights were the safety exhibition and agency resource fair. The symposium ended with an informal and educational law enforcement round table.

Operation Safe Stop

The purpose of Operation Safe Stop is to raise awareness of the risk to children posed by motorists who pass stopped school buses that are loading or unloading children at a stop. During this year's Operation Safe Stop event on April 27, 2017, police officers issued 1,037 tickets for passing a stopped school bus. The 70 participating agencies also wrote 2,964 tickets for other traffic violations during the enforcement event. The 1,037 tickets written for passing a stopped school bus reinforce the need for a more concentrated effort to educate motorists about this dangerous driving behavior. GTSC will continue to partner with the New York Association for Pupil Transportation (NYAPT) to promote this program and encourage police agencies and other traffic safety partners to participate in this annual enforcement initiative.

New York State Annual Highway Safety Symposium Coordination

At the request of GTSC, the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards, the Institute for Traffic Safety Management and Research (ITSMR) is responsible for coordinating the annual New York State Highway Safety Symposium sponsored by the three organizations. A member of the ITSMR staff serves as the Event Coordinator. With direction and oversight from the symposium planning committee, the Coordinator is responsible for the following tasks:

- Identifying facilities in different regions of the state suitable for hosting the symposium, negotiating contracts with the selected facilities and facilitating the execution of the contracts by the University at Albany's fiscal officer
- Developing a symposium budget and managing the symposium account, including the receipt of registration fees and the payment of symposium expenses
- Managing the symposium registration process; preparing the call for papers, save the date cards, the symposium program and all other written materials; identifying vendors and organizing the exhibit areas; and developing contracts for special services and speakers

During this fiscal year, the symposium was held October 16-19, 2016, in Lake Placid. The planning and majority of preparations for the next symposium scheduled for October 15-18, 2017, in Niagara Falls were completed. For both events, ITSMR continued the use of an online registration and payment service that results in increased convenience for the traffic safety partners and greater efficiency for administering the registration and invoicing operations.

Younger Driver Outreach and Education

Driver Education Research and Innovation Center (DERIC)

The Driver Education Research and Innovation Center (DERIC) is a collaboration among NYSDOH, GTSC, the NYS Education Department (SED) and the NYS Department of Motor Vehicles (DMV). DERIC was developed to identify, develop and recommend driver education curricula that are relevant, engaging and developmentally appropriate.

In FFY 2017, NYSDOH established a contract agreement with the Capital Area School Development Association (CASDA). The contract allowed CASDA to complete three remaining DERIC curriculum modules and Five Chapter Topics, Unit 1. Modules completed were Vehicle Control and Driving Maneuvers; Vision Space and Risk Management; and Emergency Response and Recovery. The modules were created using the Understanding by Design (UbD) curriculum development approach and with input from field respondents. The Five Chapter Topics, Unit 1 include Introduction; Licensing System; Driving Risks & Responsibilities; Laws, Rules & Regulations; and Parental Involvement. CASDA provided a recommendation that an Instructional Guide be developed to accompany the curriculum and aid implementation in programs statewide. Opportunities to continue with CASDA recommendations are being explored.

Younger Driver Tool Kit

GTSC's Younger Driver Tool Kit, located on the www.safeny.ny.gov website, continues to be a popular resource for teen safe driving advocates.   Each week the tool kit receives approximately 200-250 hits and inquiries from educators and other stakeholders regarding traffic safety materials, presenters or programs. Content for the webpage is continually updated to cover current trends and expand outreach.

Older Driver Outreach and Education

While the data continue to show that older drivers are underrepresented in fatal and personal injury crashes based on the proportion of the state's licensed drivers who are in this age group, drivers over 60 who are involved in crashes are more likely to sustain serious injuries or be killed than younger drivers. Furthermore, U.S. Census data indicates that New York's population is getting older and this high-risk group is expanding.

GTSC and its partners continue to conduct older driver education throughout the state. During FFY 2017, grantees as well as GTSC staff participated in multiple CarFit events, serving hundreds of mature drivers in Albany, Allegany, Broome, Cattaraugus, Livingston, Schenectady, Schuyler and Steuben counties. CarFit, created by the American Society of Aging and developed in

collaboration with American Automobile Association (AAA), American Association of Retired Persons (AARP) and the American Occupational Therapy Association (AOTA), educates mature drivers on finding their safest fit in their personal vehicles.

In FFY 2017, GTSC developed its Older Driver Safety Plan, "Promoting Safety & Independence for Senior Drivers Well into the 21st Century." In order to gauge where outreach programs will be most effective, data was gathered to determine which counties/communities have the highest population of drivers age 65 years and older, where the highest crash rates for older drivers occur, and where the highest numbers of injuries and fatalities occur for older drivers involved in crashes.

As part of the plan's goal of reaching out to other jurisdictions to determine what older driver programs and best practices exist, GTSC joined the "Aging Road User Interstate Collaboration," which is comprised of individuals from approximately 15 member State Highway Safety Offices who are integrally involved in their state's older driver/aging road user program. The group does not create policy but shares pertinent projects and discusses available information and resources pertinent to older driver and aging road user issues.

GTSC continues to promote the website www.ny.gov/olderdriversafety, which provides safety information resources for older drivers.

Outreach to Minority and Other Underserved Populations

Ensuring that traffic safety messages and programs not only extend throughout all areas of the state but also reach all segments of the population requires special ongoing initiatives that focus on minority communities and other underserved populations. During FFY 2017, GTSC and its partners conducted traffic safety initiatives with two tribal nations – Seneca Nation of Indians (SNI) and St. Regis-Mohawk Indian Nation. Child Passenger Safety (CPS), distracted driving, pedestrian safety, older driver and occupant protection education as well as other related traffic safety activities are ongoing. GTSC will continue outreach to develop traffic safety initiatives in additional territories.

The Allegany County Amish Safety Advisory Board was established in December 2016 to identify safety issues for Amish on the roadways, develop communication strategies and materials for education and outreach to the rural Amish and English, and discuss laws pertaining to slow moving vehicles. A public information campaign on sharing the roadway safely with slow moving vehicles was conducted using:

- Ardent Solutions, Inc., website
- press releases

- public service announcements
- display materials at local farm markets and county fairs
- materials distributed to local businesses and Amish businesses
- presentations to local communities

During the NYS Slow Moving Vehicle Symposium held on February 21, 2017, Ardent Solutions and others conducted presentations on Sharing the Roadways with our Amish Neighbors.

According to the NYS Bureau of Refugee and Immigrant Affairs (BRIA), in 2016 over 5,000 refugees came to New York State and 94 percent settled outside of New York City. The top five upstate counties where refugees are served include Erie, Onondaga, Monroe, Albany and Oneida. Traffic safety partners have done outreach within each of those counties.

TRAFFIC RECORDS

New York's commitment to improving the state's traffic records systems is evidenced by the progress that continues to be made in making these systems more responsive to the state's traffic safety community. The data captured by these systems are critical to New York's performance-based program planning processes used by the state's traffic safety agencies and organizations to develop and implement traffic safety initiatives. New York was awarded $2.1 million in 405c traffic records funding for FFY 2017. The projects supported in this area focused on improving the timeliness, accuracy and availability of traffic safety-related data with regard to the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway records systems. Initiatives were also undertaken during the past year to improve the data linkages among agencies that use traffic records systems for the purposes of problem identification, and the management and evaluation of safety programs. The many initiatives conducted in FFY 2017 were undertaken by agencies at the state and local levels, including the GTSC, the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, the Metropolitan Planning Organizations (MPOs), and the Institute for Traffic Safety Management and Research (ITSMR).

The strategies implemented in this program area and the progress made during FFY 2017 in attaining the performance goals and objectives are summarized below.

ASSESSMENT OF PROGRESS

Traffic Records Targets for FFY 2017

❖ To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from the baseline of 35.62 days (April 1, 2015-March 31, 2016) to 33.84 days (April 1, 2016-March 31, 2017).

❖ To increase the percentage of crash records in AIS with no missing data in the critical data element of Roadway Type from the baseline of 90.85% (January-December 2015) to 93.00% (January-December 2016).

❖ To reduce the mean number of days from the date a citation is issued under TSLED (Traffic Safety Law Enforcement and Disposition) to the date the citation is entered into the TSLED database from the baseline of 16.27 days (April 1, 2015-March 31, 2016) to 15.46 days (April 1, 2016-March 31, 2017).

❖ To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from the baseline of 25.57 days (April 1, 2015-March 31, 2016) to 24.29 days (April 1, 2016-March 31, 2017).

❖ To reduce the mean number of days from the date a citation is issued under the AA (Administrative Adjudication) system to the date the citation is entered into the AA database from the baseline of 23.95 days (April 1, 2015-March 31, 2016) to 22.03 days (April 1, 2016-March 31, 2017).

Status of Performance Measures

Based on the guidelines issued by NHTSA in FFY 2014 with regard to the comparative duration periods (baseline and performance periods), the table below presents the status of the performance measure targets set for FFY 2017. It should be noted that since the publication of the *FFY 2017 Highway Safety Strategic Plan (HSSP),* the baseline and performance periods for the measure related to the completeness of the AIS crash data has been changed to conform to the baseline and performance periods of all the other measures (April 1, 2015-March 31, 2016 and April 1, 2016-March 31, 2017, respectively).

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS PERFORMANCE TARGETS		
Performance Attributes & Measures	**Baseline Period** April 1, 2015- March 31, 2016	**Performance Period** April 1, 2016- March 31, 2017
Accident Information System (AIS)		
Timeliness - Crashes		
Mean # of days from crash date to date crash report is entered into AIS	35.62 days	13.92 days
Completeness		
Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	91.31%	96.39%
TSLED System		
Timeliness – Citations		
Mean # of days from citation date to date citation is entered into TSLED database	16.27 days	15.96 days
Timeliness – Citations		
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	25.57 days	25.34 days
Administrative Adjudication System		
Timeliness – Citations		
Mean # of days from citation date to date citation is entered into AA database	23.95 days	22.57 days

The table above shows that the targets set for the two measures related to the AIS (timeliness and completeness) have been met. As indicated in the table, the mean number of days from the date of the crash to the date the crash report was entered into AIS dropped from 36 days in the baseline period (April 1, 2015-March 31, 2016) to 14 days in the performance period (April 1, 2016-March 31, 2017). With regard to the measure of completeness, the percentage of crash records with no missing data in the Roadway Type data element increased from 91.31% in the baseline period to 96.39% in the performance period. The significant progress attained with regard to the timeliness measure can be attributed primarily to a joint effort of the DMV and NYPD that was implemented early in 2016 to scan the NYPD's crash reports within a few days of the crash event and send the scanned pdf to the DMV for input into the AIS database. The progress attained with respect to completeness can be attributed primarily to NYSDOT's efforts over the past year to upgrade ALIS (Accident Location Information

System). Supported with Section 405c funding, these efforts have resulted in improving the accuracy of crash locations both on linear segments and in/near intersections.

Although the targets for the two measures related to the TSLED system were not met, some progress was attained. The mean number of days from the date a citation was issued until it was entered into the TSLED system dropped from just over 16 days (16.27 days) in the baseline period to just under 16 days (15.96 days) in the performance period. With regard to adjudication, the mean number of days dropped slightly from 25.57 days in the baseline period to 25.34 days in the performance period. Although small, these improvements can be attributed to efforts funded under Sections 402 and 405c to increase the number of police agencies that are submitting citation data to the DMV electronically through TraCS (Traffic and Criminal Software).

With regard to the timeliness measure set for the AA citation data, the mean number of days from the date a citation was issued under the TVB (Traffic Violations Bureau) system until it was entered into the TVB system dropped from 23.95 days in the baseline period to 22.57 days in the performance period. This result was just shy of the goal of 22.03 days set in the FFY 2017 plan.

In FFY 2017, the Traffic Records Coordinating Council (TRCC) continued to assist with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. The Institute for Traffic Safety Management and Research (ITSMR) also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by the GTSC, an ITSMR staff member serves as the state's Traffic Safety Information Systems (TSIS) Coordinator. The TSIS Coordinator is responsible for coordinating and assisting with the work of the GTSC and the TRCC in carrying out their respective responsibilities in regard to the planning process and development of the state's traffic records strategic plan.

New York's *Traffic Safety Information Systems Strategic Plan: FFY 2018* is evidence of the continuing importance placed on improving the state's traffic records systems. Developed by the GTSC with the assistance of ITSMR and the state's TRCC, the plan provides an opportunity for New York to continue to make further improvements in its traffic records systems which support the decision-making process for highway safety managers in New York State. During the past year, the FFY 2018 plan was developed and became an integral part of New York's FFY 2018 application for traffic records funding under Section 405c of the FAST Act. New York has been awarded $2.2 million for FFY 2018.

In FFY 2017, ITSMR also continued to be responsible for the verification of the crash data in DMV's Accident Information System (AIS) and for querying and extracting information from the AIS. ITSMR has similar responsibilities with regard to the TSLED and AA ticket systems. ITSMR extracts and analyzes highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including DOT, the State Police, and DOH; and other state and local highway safety organizations. ITSMR also assists DMV in enhancing its capability to query and retrieve information from the crash (AIS), ticket (TSLED and AA) and driver license files.

In addition, ITSMR continues to annotate and update the data dictionary and other database documentation materials for the AIS, as warranted. Over the past several years, ITSMR has been responsible for generating a series of statewide statistical summary reports from AIS and making them available on DMV's website. These reports are used by police agencies and other highway safety agencies across the state. With ITSMR's roll-out of its Traffic Safety Statistical Repository (TSSR) in March 2016, ITSMR no longer generates these statistical reports since users can now access the TSSR through the internet (www.itsmr.org/TSSR) and generate their own reports. During FFY 2017, ITSMR

added ticket data from the TSLED and Traffic Violations Bureau (TVB) systems to the TSSR, as well as data on impaired driving tickets issued in New York City, captured by a ticket system maintained by the NYPD. ITSMR, however, continues to generate custom reports on crashes and tickets upon request. This involves writing code to analyze the data and preparing summary tables and reports on the findings from the analyses.

ITSMR assists with the coordination and direction of efforts to upgrade and link, as appropriate, the state's various traffic safety-related data systems. This involves working with the Department of Health to facilitate its annual creation of a CODES (Crash Outcome Data Evaluation System) database and with the Department of Transportation to obtain more timely information on qualifying fatal and personal injury crashes involving large trucks and buses.

ITSMR continued to be responsible for providing the data needed to support the development of the state's major planning documents: the Highway Safety Strategic Plan (HSSP) and the Commercial Vehicle Safety Plan (CVSP) required for the receipt of federal highway safety funds by the GTSC and DOT. In FFY 2017, ITSMR also provided data and assisted in the preparation of the 405 grant applications and reports that were required for the receipt of several different categories of incentive funds available under the FAST Act.

TRAFFIC RECORDS PROJECTS AND ACTIVITIES FUNDED IN FFY 2017

Statewide Coordination of Traffic Records Systems Improvements

New York's Traffic Records Coordinating Council (TRCC) plays a key role in coordinating improvements in the timeliness and accuracy of the state's traffic records data systems and the availability and use of the data at all jurisdictional levels. The state's numerous traffic safety partners make extensive use of traffic records data in the identification of traffic safety problems and potential solutions. The GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files and programs. During FFY 2017, these efforts resulted in the preparation of the *NYS Traffic Safety Information Systems Strategic Plan: FFY 2018.* The implementation of this strategic plan will continue to support improvements in the state's various traffic records systems. Key improvements in the traffic records systems that occurred in FFY 2017 are summarized below.

Initiatives to Improve the Crash and Citation/Adjudication Systems

During FFY 2017, FAST Act funds (Sections 405c and 402) provided continuing support to expand the electronic capture and transmission of police crash reports and traffic tickets from the field and disposition information from the courts. This support includes the purchase of equipment, such as printers, bar code readers and magnetic strip readers. As of September 30, 2017, 490 police agencies are collecting and submitting crash and/or ticket data electronically to the DMV, up from 485 in September 2016. Approximately 90% of the TSLED citations and 78% of the reportable crashes submitted by the police are currently being sent to the DMV electronically. In addition, more than 1,250 of the state's 1,400 courts are using the e-disposition process to report dispositions electronically to the DMV.

In FFY 2017, various agencies and organizations continued efforts to improve the quality and access to the state's crash and ticket data. DMV continued to make improvements to the state's crash and ticket records systems through the development and implementation of both hardware and software applications. NYS DOT continued its efforts to upgrade the hardware and software associated with ALIS and the SIMS (Safety Information Management System) database to improve the accuracy and accessibility of crash location information on both linear road segments and intersections. ITSMR continued its efforts to develop new reports and add functionality to the TSSR. Many of these projects were funded under Section 405c.

To facilitate the development of the electronic transfer process with NYPD and the necessary changes to AIS to accept and process the data, work also continued on the *NYPD Electronic Accident Report Submission* project in FFY 2017. The primary objectives of this project include PDF form changes, coding changes, workflow changes and batch job changes. Until the NYPD is ready to transmit crash records electronically, an interim process has been put into place that allows the NYPD to FTP crash reports to DMV in pdf form.

In FFY 2017, two new projects were initiated to improve the state's crash and ticket records systems. The primary objective of the first new project, *ALIS Upgrade and Integration,* is to upgrade the ArcGIS server software, allowing users to access the ALIS application with modern, safe web browsers while improving the data and workflows within the system*.* The second project, *Expansion of the Traffic Safety Statistical Repository (TSSR),* is designed to provide access to New York's traffic ticket data through the internet.

Improvement of Injury Surveillance Files

During FFY 2017, the Department of Health (DOH) sustained its efforts to capture and report information from pre-hospital patient care reports (PCRs) electronically. The DOH is continuing to receive approximately 250,000 electronic submissions per month, or a total of about 3 million per year. This compares to an average of approximately 2.5 million PCR submissions annually before the new system, known as the NY State Bridge, was established. In addition, the DOH is still receiving several thousand records annually mostly from small rural services who are still using paper PCRs. The implementation of the NY State Bridge has enabled New York to capture all 82 required NEMSIS (National Emergency Medical Services Information System) compliant data elements and transmit those data to the national data set. In addition to the required elements, the new database captures 126 other data elements.

The NYS Department of Health completed its Section 405c project titled *Incorporating the New York State Trauma Registry Data (NYSTR) in CODES*, linking the NYSTR with the AIS and SPARCS (Statewide Planning and Research Cooperative System). This linkage effort provides more information on the true impact of motor vehicle related injuries in New York State.

Through its CODES database, the DOH Bureau of Occupational Health and Injury Prevention continues to expand its capabilities to integrate crash data with hospital discharge, emergency department and emergency medical services data. Currently, 2014 is the most recent year for which New York has linked these various files; the linking of the 2015 data is expected to be completed in December 2017.

Improvement of Driver License Data System

The NYS Department of Motor Vehicles (DMV) automated Driver License File contains approximately 29 million records, approximately 14.5 million of which are active. The file provides detailed information for all drivers who are licensed in New York State and limited information for unlicensed or out-of-state drivers who have been convicted of a moving traffic violation or been involved in a motor vehicle crash in the state. New York is recognized as having one of the best license issuance processes in the United States, due in large part to its use of facial recognition (FR) technology to stop identity theft and driver license fraud by preventing and deterring the issuance of multiple licenses to a single individual. Upon request, ITSMR continues to assist the DMV's Division of Field Investigation (DFI) in identifying the traffic safety concerns related to multiple licenses.

The DMV's relational address database associated with driver license records continues to improve driver license data integrity through the use of appropriate edits, cross referencing and address validation. It supports the DMV's ability to standardize address information, reducing duplicate license records and facilitating real-time availability for relational access to client information with extended search and reporting capabilities. It also improves the notification process when licenses are suspended or revoked. Almost all of the state's 1,400 courts have the capability to pull down information on drivers from the Driver License file for sentencing purposes through the Judicial Online Information System (JOIN).

Improvement of Vehicle Data Systems

The NYS Department of Motor Vehicles is the repository agency for the state's core vehicle data system, the Vehicle Registration File. The file contains approximately 30 million records, of which approximately 12 million are active. New York continues to realize the benefits from a Section 408-funded project conducted by the DMV during the two-year period, FFY 2012-2013, to improve the structure of its registration, insurance and vehicle files. The project standardized the names and addresses on the individual records in each file, established linkage capabilities between the files and enhanced existing search capabilities to allow users to search for records using multiple identifiers, as warranted. It improves the accuracy of the records in these various files through the reduction of duplicative data.

Section 408 funding was provided to NYSDOT in FFY 2012 and FFY 2013 to conduct its *Carrier Certification* Project. Designed to improve the accuracy of the data on for-hire intrastate carriers that transport property, household goods and passengers on New York's roadways, the project was suspended in FFY 2015 due to competing priorities. Work resumed on the project in FFY 2016 and was completed during FFY 2017. The primary component of this project involved adding a Carrier Certification Management System (CarCert) module to the Highway Oversize/Overweight Credentialing System (HOOCS).

Improvement of Roadway Data Systems

During FFY 2017, NYSDOT continued its project *Link SIMS with RIS* to develop and enhance its Roadway Inventory System (RIS). The RIS consolidates multiple flat files containing data on highway features and characteristics, provides more functionality and makes data entry and data analysis easier to perform. Funded under Section 405c, the current process to access highway characteristics and traffic volume data is being modernized by moving functionality from SIMS into the ALIS application in order to take advantage of the more accurate and complete RIS data which includes much of the local system.

In FFY 2017, NYSDOT also continued its efforts to expand the collection of traffic volume data on the local highway system enabling NYSDOT to enhance and refine its safety programs in a more equitable manner for all highways within the state.   Efforts are also being continued to use new technology to improve and enhance querying/reporting capabilities, and develop linkage protocols for selected data systems, including SIMS, RIS, Bridge Data Management System (BDMS), and the Post-Implementation Evaluation System (PIES). Collectively, the results of these efforts give NYSDOT the ability to combine and analyze roadway-related data in support of engineering solutions that are designed to improve traffic flow, thereby reducing the effects of some dangerous driving behaviors, and to decrease crashes, fatalities and injuries.

Electronic Capture and Transmittal of Crash and Ticket Data

During FFY 2017, the number of enforcement agencies, including the State Police, collecting and transmitting crash and/or ticket data to DMV electronically continued to go up, increasing from 485 in September 2016 to 490 in September 2017. New York also continues to reap the benefits stemming from the improvements made to the TraCS data movement process in 2012 which has enabled higher volumes of data and more types of data to be processed.

Over the past year, the DMV and GTSC continued to collaborate with the NYPD with regard to capturing and submitting their crash reports to DMV electronically. Since spring 2016, the NYPD has been using a FTP process to send pdfs of their electronically-captured crash reports to DMV on a daily basis. DMV added a new module to its image capture software that enables the pdf images to be imported automatically into the AIS system for processing.

Development and Use of Data Linkages

New York continued its CODES initiative in FFY 2017, with ITSMR providing the 2015 crash data to the DOH to be linked with the DOH's injury surveillance files. This linkage effort supports program initiatives that focus on specific population sub-groups and permits the examination of costs associated with crashes. Improvements in data linkage capabilities continue to be important in analyzing various types of motor vehicle crash information related to the driver, vehicle, type of crash, location of crash, injuries, type of medical care received and the associated costs. During the three-year period, FFY 2015-2017, the DOH conducted a project to integrate NYS trauma data into CODES. Funded under Section 405c, this project provided the traffic safety community more information on the true impact of motor vehicle-related injuries in New York State.

During FFY 2017, ITSMR worked on *Expansion of the Traffic Safety Statistical Repository (TSSR),* a project that is being conducted with Section 405c funding. Under this project, ITSMR has expanded and enhanced the data reporting capabilities in the TSSR, a data repository that provides access to motor vehicle crash data and traffic ticket data to the public via the internet (www.itsmr.org/TSSR). Ticket data were added from the DMV's TSLED and TVB systems, as well as a ticket system maintained by the NYPD that captures data on impaired driving tickets issued in New York City. The TSSR will be expanded in FFY 2018 to include rate-related crash data based on NYS demographic data such as population, vehicle miles traveled, number of licensed drivers and number of vehicle registrations.

Use of Technology to Disseminate Information

A major medium for disseminating Information on new developments in traffic safety, research programs and other topics continues to be the GTSC's website (www.safeny.ny.gov). The website and other technologies, such as podcasts, are important in the communication of data, training and educational messages, and public information relating to highway safety programs that will benefit all of the GTSC's customers and partners, as well as the general public. Efforts to expand the communication capabilities and resources of the traffic safety community will continue to be supported.

Research and Evaluation

Research and evaluation continue to be vital components of the highway safety planning process. During FFY 2017, research continued to support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support has been provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems were also supported. ITSMR provides research and evaluation support to DMV and the GTSC and its partners. ITSMR's services include the following:

- The design and conduct of research and evaluation studies for DMV and the GTSC, including studies mandated by the State Legislature

- Responses to all data requests in accordance with policies and procedures established by DMV and the GTSC. The data provided in response to such requests meet a myriad of needs, from supporting internal planning efforts to providing data to the media on various highway safety issues. ITSMR also responds to *ad hoc* requests for highway safety data and provides information that combines data from various records systems, including ticket, crash and driver history data.

- Provision of critical data services and analytical support that enable the GTSC to fulfill the requirements for receipt of federal highway safety funds under the 402 Highway Safety Program

- Assistance in implementing a performance-based planning process, a requirement of the 402 Highway Safety Program since the mid-1990s

- Data analyses and preparation of documentation demonstrating New York's compliance with grant award criteria

- Preparation of New York's applications for federal Section 405 National Priority Safety Programs: Occupant Protection (405b), State Traffic Safety Information System Improvements (405c), Impaired Driving Countermeasures (405d), Motorcyclist Safety (405f) and Non-Motorized Safety (405h).

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) 402 program. In FFY 2017, New York was also successful in qualifying for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c), Impaired Driving (405d), Motorcycle Safety (405f) and Nonmotorized Safety (405h). Within this framework, GTSC works with its partners and networks to conduct a data-driven process to identify highway safety problems in New York State and collectively develop evidence-based strategies and programs to address these areas of concern.

ASSESSMENT OF PROGRESS

Program Management Targets for FFY 2017

❖ Strengthen GTSC's role in setting goals and priorities for the state's highway safety program

❖ Identify highway safety problems and solutions to reduce fatalities and injuries on New York State's roadways

❖ Continue to promote the implementation of the state's Evidence-Based Enforcement (E-BE) Plan

❖ Provide direction, guidance and assistance to support the efforts of public and private partners to improve highway safety

❖ Develop and maintain policies and procedures that provide for the effective, efficient and economical operation of the highway safety program

❖ Continue to expand technology as a means to disseminate traffic safety information, including online grant applications and using the internet to disseminate safety information through multi-media channels

❖ Coordinate and provide training opportunities and programs for New York State's traffic safety professionals

❖ Support the use of performance measures as an evaluation tool in the state's highway safety program

❖ Improve the timeliness of grant approvals and the allocation and liquidation of funding

Status of Performance Measures

GTSC was successful in meeting the targets related to the management of the state's 402 and incentive grant programs presented in the FFY 2017 Highway Safety Strategic Plan (HSSP). The first group of targets related to identifying traffic safety problems and setting goals and priorities, promoting evidence-based enforcement, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program. These targets were collectively met through GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program.

In order to make efficient and effective use of the limited resources available to address the state's traffic safety priorities, GTSC continued to promote enhanced communication and coordination among GTSC agencies resulting in many important initiatives. For example, GTSC agencies are continuing with the "Data Integration Project" with a long range goal of creating one integrated, modern, cost- efficient, accessible repository of crash-related data for all New York State agencies and traffic safety partners to meet operating needs, improve safety and reduce fatal and serious injury crashes in New York State.

GTSC also continues to expand the use of technology to disseminate information and enhance communication to improve highway safety. In addition to posting call letters for grant proposals electronically and communicating with grantees electronically via the e-grant system, GTSC has funded a grant to transform the current Drug Recognition Expert (DRE) evaluation log from a paper system to an electronic query ready database using tablet computers.

The GTSC website www.safeny.ny.gov was used to disseminate information on traffic safety topics and programs, statistical reports and grant management materials. Multi-media content includes audio and video of recent campaigns. An events calendar for the child passenger safety program, police training programs and special details, and general traffic safety activities is also maintained on the website.

GTSC continued to provide support, guidance and direction to grantees via county crash and ticket data reports along with statewide summaries contained on the GTSC website. In addition, GTSC staff members collaborate with the STOP-DWI Association and the Association of Traffic Safety Boards to develop timely and informative traffic safety workshops at the annual symposium.

GTSC also met its goal to expand training opportunities for traffic safety professionals in New York by supporting the expansion of various training programs to cover new topics and address the needs of new audiences. The initiatives implemented in FFY 2017 included training sessions on DWI laws and other topics for prosecutors, judges, and law enforcement officers. In addition, GTSC continued to provide Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement officers. GTSC staff also continued to partner with the State Police and local agencies to deliver the Practical Guidelines for Motorcycle Enforcement training, Pedestrian Safety training and Commercial Motor Vehicle training for police officers in FFY 2017.

The integration of evaluation into the statewide highway safety program has been an ongoing process. GTSC's partnership with the Institute for Traffic Safety Management and Research (ITSMR) ensures rigorous evaluations of major programs, thus providing for the effective and economical operation of the program. GTSC continues to include performance measures in the HSSP for use in assessing progress toward the goals and objectives established for the statewide program. There has also been steady improvement in the incorporation of performance measures and evaluation components into the applications submitted by local grantees. The use of performance measures by local grantees has been further encouraged by GTSC's reliance on quantifiable criteria in awarding grants.

In FFY 2017, eGrants was used for all aspects of the grants management process. A total of 622 grant applications for FFY 2017 funding were received and reviewed electronically; 565 of these applications were approved. GTSC completed the review of the FFY 2018 proposals by mid-August.

PROGRAM MANAGEMENT PROJECTS AND ACTIVITIES FUNDED IN FFY 2017

New York's Highway Safety Strategic Plan

New York State Highway Safety Strategic Plan (HSSP)

GTSC prepared and submitted New York State's Highway Safety Strategic Plan (HSSP) for FFY 2018. In conjunction with the development of the HSSP, the GTSC members met at the Empire State Plaza Concourse in Albany in the fall of 2016. Each agency highlighted their priorities and activities related to traffic safety and discussed trends that should be of concern to the committee. In addition, GTSC staff met with the Association of Traffic Safety Boards to gather important data and input from the local level.

Training Opportunities

Professional Development

GTSC recognizes the value of professional development and supports participation by its staff and highway safety partners in relevant training and educational opportunities to increase their knowledge and awareness of traffic safety issues and to acquire new or improved skills. In FFY 2017, GTSC played an important role in planning and delivering several training and educational programs and supported the participation of its staff and highway safety partners in these and other professional development opportunities. Although restrictions on out-of-state travel prevented GTSC staff from participating in some conferences and training opportunities, GTSC was involved in planning several programs and events and provided support for partners to attend. GTSC's training activities in the past year included the following:

- Held the annual Governor's Traffic Safety Committee agency meeting

- Co-sponsored the annual New York State Highway Safety Symposium

- Supported and participated in the delivery of training programs for certified child safety seat technicians, including sponsorship of child safety seat clinics and a training course on child passenger safety for special needs children.

- Supported Leandra's Law training sessions statewide

- Supported Motorcycle, Pedestrian, Bicycle and Commercial Motor Vehicle enforcement training sessions

- Attended the New York Association for Pupil Transportation annual conference and the Training on Group Dynamics and Charismatic Leadership for School Bus Professionals

- Participated in the Walk-Bike New York Symposium

- Supported the New York Prosecutors Training Institute's training programs related to various impaired driving issues

- Coordinated the DRE, SFST and ARIDE training programs held throughout New York State

- Attended and assisted at various New York State Sheriff's Association Training Conference events

- Attended and assisted at the New York State Association of Chiefs of Police Summer Training Conference

- Supported the New York State Truck Safety and Educational Symposium and Safety Exhibition

- Participated in various Governors Highway Safety Association (GHSA) webinars relating to Program Management topics

- Participated in planning the GHSA's Annual Meeting

- Participated in the New York State Association of Traffic Safety Boards and STOP-DWI Association meetings

- Conducted local outreach and training in several counties

- Participated in NHTSA program training and DMV-sponsored training

- Participated in Excel training sessions

- Attended the Empire State Law Enforcement Traffic Seminar (ESLETS)

Planning and Administration

To meet New York State's responsibilities for coordinating and managing the 402 highway safety program, GTSC continued to encourage and support the development of local funding proposals, conduct public information and education programs and increase access to data for problem identification and evaluation purposes. Fiscal management continued to be the focus of much of GTSC's planning and administrative activities. The GTSC staff manages the federal letter of credit, including the accounting, vouchering, contracting, claiming, evaluating and reporting tasks required by the federal highway safety program. In addition to the 402 program, GTSC manages and provides administrative support for STOP-DWI, as well as the Section 405 incentive grant programs.

GTSC has continued to use a personal approach in administering the highway safety program. GTSC staff members are available and serve as resources in assisting local agencies in program development. A total of 108 formal grant program monitoring visits by GTSC Program Representatives were conducted in FFY 2017 and an additional 1,070 telephone monitoring contacts were completed. The Law Enforcement Liaisons (LELs) often accompany the Program Representatives on formal monitoring visits to police agencies. Program Representatives and LELs remain in contact with grantees through phone and email. In addition, the GTSC program staff and LELs participate in local traffic safety board meetings, advisory meetings, community recognition programs and safety events.

Another priority of GTSC has been to streamline the grant application and approval process while still maintaining compliance with all federal and state requirements. In FFY 2016, GTSC undertook a Lean project that focused on the entire grant award process. The process continued to be improved in FFY 2017. By adopting the Lean principles with their emphasis on customer value, the timeliness of grant approvals was improved significantly. The cycle time for processing a grant application was reduced by 60 days compared to 50 days in FFY 2016 and by 110 days from the start of the LEAN project; all notifications regarding FFY 2018 grant applications were issued by the end of August. Currently, 99.9% of the grants have completed the NYS contract approval process.

Other specific accomplishments associated with managing the highway safety program in FFY 2017 are listed below:

- A Highway Safety Strategic Plan allocating $74,035,952 for various NHTSA highway safety programs was implemented.

- New York State received the following incentive fund awards:

  - Section 405b Occupant Protection - $1,955,288
  - Section 405c Traffic Records - $2,141,854
  - Section 405d Impaired Driving - $7,666,576
  - Section 405d Ignition interlock - $928,225
  - Section 405f Motorcycle Programs - $235,469
  - Section 405h Nonmotorized Safety – $1,387,500

- A total of 622 applications for FFY 2017 funding were reviewed; 565 grant applications were approved.

- A total of 1,355 vouchers were processed.

- New York closed out FFY 2016 in January, 2017 and expended $27,877,820.

- As of November 29, 2017, the ratio of unliquidated funds was 1.01 years for all funds.

- GTSC submitted its FFY 2017 report into the Federal Funding Accountability and Transparency Act data system. The applicant information, funding level and project description was entered for 100 grant projects that received awards greater than $25,000.

- New York State continues to fulfill the Governor's promise to reform the State's grant contracting process for not-for-profits. In FFY 2017, the State of New York posted available grant opportunities for not-for-profit organizations to qualify for upcoming grants in the Grants Gateway Portal. The Grants Gateway is still being constructed. GTSC will phase out the current eGrants system when the Grants Gateway is completed.

- The Grants Gateway is an online system that will allow grantees to browse anticipated and available New York State grant opportunities and submit frequently requested documents in a vendor Data Vault. In the future, the Grants Gateway will be expanded to accommodate the full lifecycle of a grant, including:

  - Online application development, submission and award
  - Online contract development and execution
  - Online financial claiming and program reporting

- Prequalification is a statewide process designed to facilitate prompt contracting. Vendors are asked to submit commonly requested documents and answer frequently asked questions only once. Vendors submit their responses online in the Grants Gateway, and all information is stored in a virtual, secured vault. The information and documents stored in the electronic "vault" will be able to be used by all state agencies reviewing grants.

eGrants

In FFY 2017, GTSC continued to use eGrants for program management and fiscal processing. GTSC has been working closely with the Division of Budget and the Grants Gateway team to ensure a smooth transition to the Grants Gateway once it is completed. The intent of the new system is to allow for one common portal that grantees can enter and apply for grant opportunities. In addition, the new gateway will feed the Statewide Financial System (SFS), the state's new voucher payment system.

Plan for Public Information & Education

Statewide Public Information & Education

GTSC coordinates statewide public information and education campaigns to educate the public on new and continuing traffic safety issues and raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. In FFY 2017, the DMV and GTSC continued the implementation of successful public information and education campaigns across a variety of media platforms emphasizing messages related to impaired driving, distracted driving, occupant restraints, speed and the need to safely share the road with a variety of users. Several media outlets and partners were involved in the production of these messages which were made available on television, radio, billboards, social media and the www.safeny.ny.gov website. Printed materials were also prepared and distributed to support the campaigns. The ongoing partnership with the Cable Telecommunications Association continued to provide GTSC with access to an additional market for the dissemination of safety messaging. Ads were run on cable channels targeting the 18-45 male demographic; social media including web "pushdowns" and "sliders" were also utilized.

Billboards

In FFY 2017, GTSC continued to use billboards to deliver public education and educational campaign messages. Static and digital billboards featuring GTSC's impaired driving campaign message "Impaired Drivers Take Lives. Think!" were posted throughout New York State. Pedestrian safety messages were also displayed

to support New York's efforts to increase pedestrian safety. These campaign messages were broadcast utilizing digital billboards in areas of the state featuring this technology.

Television, Radio and Social Media

Through GTSC's ongoing partnership with the New York State Broadcasters' Association (NYSBA), non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. The key campaigns implemented in FFY 2017 are listed below.

The following messages were aired on a rotating basis on both television and radio broadcasts:
- Impaired Drivers Take Lives. Think!
- Drugged Driving is Impaired Driving
- It's Your Community. It's Your Call
- Drinking and Driving Shatters Lives
- Watch for Motorcycles

In FFY 2017, there were 12,198 announcements on downstate radio stations and 49,842 announcements on upstate radio stations. The spots aired from 5 am through midnight. The television spots aired on Upstate stations from January through September, with a total of 13,860 airings on 48 stations.

In addition to outreach via radio and television stations in New York State, the NYSBA continued the very successful social media project for GTSC. In FFY 2017, GTSC's social media networks continued to include Instagram, Twitter and LinkedIn. Each network has the capacity to reach new and different demographics. However, the flagship presence is still represented by the GTSC Facebook page. During

FFY 2017, traffic safety messaging on the GTSC Facebook page reached 1.4 million viewers. One post included information on the risk to children when bulky jackets are worn while restrained in a child safety seat (https://www.facebook.com/SafeNYGov/videos/1282021951873728/). Another post advised New Yorkers about a legislative change allowing tow trucks to drive on the shoulder of highways to reach emergency situations (https://www.facebook.com/SafeNYGov/posts/1236313476444576:0). These two posts alone had a combined reach of over 350,000.

In addition to the campaign materials aired on broadcast television, GTSC contracted with the Cable Telecommunications Association of NY (CTANY) for a multi-media, statewide cable television traffic safety program. Multi-media placements targeted adults ages 18-55, and in particular younger males, with TV spots focusing on pedestrian safety, impaired driving, distracted driving and "Watch for Motorcycles" messaging; key TV and digital ads were aired in both English and Spanish. The campaign was conducted in three phases and provided GTSC with a near constant presence on New York cable systems throughout the year with heavier advertising placements made during predetermined statewide traffic enforcement and crackdown efforts.

The campaign delivered over 10 million online impressions, over 70,000 TV spots in English and Spanish, video pre-roll ads and mobile advertising. Custom GTSC on-air billboards also aired seasonally on local cable stations through sponsorships of TV news, traffic and weather reports in the upstate region and in New York City. Video pre-roll messages and high-impact web mail takeovers also combined to support and extend the audience outreach effort across multiple mediums and maximize the dollar value of GTSC contract dollars. The CTANY program also included a minimum 20% bonus TV spot and digital added value program, based on the percentage of paid advertising budget value, in all major markets for each campaign phase. GTSC also received a 15% discount rate upfront by using the CTANY's media buying agency.

GTSC Web Site

GTSC continued to use its www.safeny.ny.gov website to disseminate traffic safety information to the general public, provide grant-related materials and forms, and serve as a portal for its online grant application and management system eGrants. The annual call for grant proposals is posted online, as are the annual Highway Safety Strategic Plan and the Annual Report.   The county statistical reports prepared by ITSMR are available on the website; the website also provides a link to statewide crash summaries prepared by ITSMR and posted on the DMV website. During FFY 2017, the GTSC website hosted 989,665 website views. Analytics on the server hosting the GTSC website provides website view figures rather than total hits.

In FFY 2017, GTSC also continued to enhance the Younger Driver Tool Kit which offers resources for schools and educators throughout the state. The tool kit is available on the GTSC website www.safeny.ny.gov and features resources and program ideas on impaired driving, distracted driving, drowsy driving, texting and driving, seat belt use and other traffic safety topics. Information for teens and parents on the Graduated Driver's License and other topics specifically related to young drivers is also provided. The GTSC website features a Law Enforcement Partners Page that is used to communicate information about crackdowns, training, new laws and traffic safety promotions to the state's enforcement community.

The GTSC home page features a rotation of traffic safety topics. Four large images rotate though the cycle, with a tag line and link to more information. These topics often tie in with the promotional materials developed for television, radio and billboards.

For 2017, the topics included Drugged Driving is Impaired Driving. Bicycles are on the Road Safely, Buckle Up Day & Night, Child Passenger Safety Week, Don't Text & Drive, Drive Sober – National, Drowsy Driving, Stay Awake! Stay Alive!, May is Bicycle Safety Month, National Teen Safe Driving Week, Operation Safe Stop, Safe Bicycling, Save Face, Buckle Up, School Bus Safety, See & Be Seen, Red Lights, Watch for Kids, No Empty Chair, You Text, You Pay – Distracted, and Watch for Motorcycles.

In 2017, GTSC shared the STOP DWI Foundation's DWI messaging. A banner image was prepared for each of the DWI Crackdowns and GTSC was able to add that image to its homepage rotation. GTSC is also using its website to disseminate the link for the STOP DWI Foundation's "Have a Plan" mobile app that provides information to help young drivers avoid drinking and driving.

Highway Safety Presentations and Workshops

Annual NYS Highway Safety Symposium

Each year, GTSC joins the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards in sponsoring the NYS Highway Safety Symposium. With funding from GTSC, ITSMR coordinates and provides administrative support for the annual meeting. GTSC provides support for several staff members and grantees to attend the statewide symposium which includes training and information-sharing sessions on a wide range of traffic safety topics and typically draws an audience of 300-350 attendees. The FFY 2018 symposium was held October 2017 in Niagara Falls; planning for the FFY 2019 symposium in Lake Placid began early in FFY 2018.

Driver Behavior and Attitudinal Surveys

The annual driver behavior and attitudinal survey was conducted by the Institute for Traffic Safety Management and Research in March and April 2017. Since 2010, questionnaires have been distributed to customers at five DMV offices in the state. The traffic safety topics covered in the survey are seat belt use, speeding, impaired driving and cell phone use and texting. Because of the increased concern about drug-impaired driving, a new question was added to the 2017 survey to gauge the extent to which drivers engage in this behavior. ITSMR staff compiled and conducted analyses of the data including trend analyses and analyses of responses by gender and age. The results are presented in the FFY 2017 Annual Report under the relevant subject areas.

APPENDIX A

NEW YORK STATE
FFY 2017 GRANTS AWARDED

Alpha	Program	Project Number	Agency	Title	Requested Amount	Approved Amount	Expenditure Amount
			Impaired Driving				
AL		HS1-2017-Altamont Village PD -00102-(001)	Altamont Village Police Department	Altamont PD Alcohol Enforcement and Education Program	2,500.00	-	-
AL	M6OT	HS1-2017-Assoc Community Parent Cn-00129-(030)	Association for the Community Parent Center, Inc	Driving in the Safe Lane: Drunk, Drugged, Distracted Driving	80,000.00	80,000.00	79,710.64
AL	M6OT	HS1-2017-Bronx DA Office-00157-(077)	Bronx District Attorney's Office	Prosecutor Training	132,659.00	132,659.00	78,069.64
AL	M6OT	HS1-2017-Erie Co Tox Lab-00175-(015)	Erie County Medical Examiners Office Forensic Toxicology Laboratory	Forensic Toxicology Laboratory Improvement Program	28,000.00	28,000.00	27,659.88
AL	M6OT	HS1-2017-Madison Co. Alcoholism-00011-(027)	Madison County Council on Alcoholism & Substance Abuse inc	Impaired Driving Prevention Initiative	17,077.00	15,991.00	15,991.00
AL	M6OT	HS1-2017-Mercy Flight -00076-(015)	Mercy Flight Inc	Air Ambulance involvement in DWI/Prom Drills	7,750.00	7,750.00	5,783.11
AL	M6OT	HS1-2017-Monroe Co Tox Lab-00054-(028)	Monroe County Medical Examiners Forensic Toxicology Laboratory	Comprehensive Toxicology Testing in DUI and DUID	136,770.00	77,880.00	77,880.00
AL	M6OT	HS1-2017-Nassau Co Lab-00229-(030)	Nassau County Medical Examiner's Office	2017 Nassau County - NYS HTS-DWI	51,500.00	47,000.00	41,362.41
AL	M6OT	HS1-2017-NYS Police -00112-(099)	New York State Police	Forensic Toxicologist Training	33,000.00	33,000.00	19,239.39
AL	M6OT	HS1-2017-NYS Police -00113-(099)	New York State Police	Toxicology Information Technology Improvements	170,000.00	150,000.00	138,856.44
AL	M6OT	HS1-2017-NYS Police -00114-(099)	New York State Police	ELISA Instrumentation for Toxicology	200,000.00	200,000.00	184,588.58
AL	M6OT	HS1-2017-NYS Police -00115-(099)	New York State Police	Impaired Driving Toxicology Staffing Initiative	730,972.00	730,972.00	730,970.83
AL	M6OT	HS1-2017-NYS Police -00202-(099)	New York State Police	Impaired Driving and Underage Drinking Enforcement Program	2,245,065.00	2,245,065.00	1,771,326.75
AL	M6OT	HS1-2017-NYPTI-00150-(088)	NY Prosecutors Training Institute	Prosecutor Training - NY Prosecutors Training Institute	235,648.00	235,648.00	164,696.76
AL	M6OT	HS1-2017-NYS DMV-00058-(099)	NYS Department of Motor Vehicles	Operation Prevent - Stop Bad ID	143,883.00	139,883.00	84,173.45

APPENDIX A

New York State

FFY Project Expenditures by Program (through 12/10/17)

AL	M6OT	HS1-2017-NYS DMV-00182-(099)	NYS Department of Motor Vehicles	Motorcycle Safety - Impaired Rider Prevention	9,000.00	9,000.00	-
AL	M6OT	HS1-2017-NYS DCJ-00091-(099)	NYS Division of Criminal Justice Services	Impaired Driver Enforcement Training and Technology	734,503.00	690,000.00	657,085.36
AL	M6OT	HS1-2017-NYS DCJ-00123-(099)	NYS Division of Criminal Justice Services	Enforcement of IID Sentences	100,644.00	100,644.00	93,600.72
AL	M6OT	HS1-2017-NYS DCJ-00228-(099)	NYS Division of Criminal Justice Services	Implementation Assistance for Leandra's Law	2,798,317.00	256,775.27	254,582.48
AL	M7II	HS1-2017-NYS DCJ-00228-(099)	NYS Division of Criminal Justice Services	Implementation Assistance for Leandra's Law		928,224.73	928,224.73
AL	M6OT	HS1-2017-NYS DCJ-00231-(099)	NYS Division of Criminal Justice Services	Strategies to Address High Risk/Impaired Driving Behaviors	144,933.00	144,933.00	144,153.69
AL	M6OT	HS1-2017-NYS STOP-DWI Found.-00183-(088)	NYS STOP-DWI Foundation	STOP-DWI Statewide Crackdowns High Visibility Enforcement	650,000.00	650,000.00	650,000.00
AL	M6OT	HS1-2017-NYS STOP-DWI Found.-00184-(088)	NYS STOP-DWI Foundation	Enhancing the Impaired Driving Enforcement Training Programs	368,500.00	360,000.00	330,005.31
AL	M6OT	HS1-2017-NYS STOP-DWI Found.-00187-(088)	NYS STOP-DWI Foundation	Training and Public Information & Awareness	525,700.00	380,000.00	379,845.83
AL	M6OT	HS1-2016-NYS UCS-00234-(099)	NYS Unified Court System	Judicial Traffic Safety Education Project			5,926.54
AL	M6OT	HS1-2017-NYS UCS-00241-(099)	NYS Unified Court System	Judicial Traffic Safety Education Project	302,274.00	302,274.00	284,304.53
AL	M6OT	HS1-2017-Onondaga Co Lab-00022-(034)	Onondaga County Health Department Medical Examiner's Office	Forensic Toxicology Driving Under the Influence Testing	33,800.00	33,800.00	30,550.57
AL	M6OT	HS1-2017-ITSMR-00189-(088)	Research Foundation of SUNY	Alcohol and Drug Impaired Driving Research	588,844.00	588,844.00	458,983.66
AL	M6OT	HS1-2017-Suffolk County Tox Lab-00009-(052)	Suffolk County Medical Examiners Office-Toxicology	Suffolk County Medical Examiners Office-Toxicology DWI/DUID	68,700.00	59,000.00	54,681.10
AL	M6OT	HS1-2017-Westchester Co Lab-00026-(060)	Westchester County Department of Laboratories and Research	HS1-2017 Governor's Highway Safety Grant	80,000.00	46,000.00	44,750.61
				Impaired Driving Total	**10,620,039.00**	**8,673,343.00**	**7,737,004.01**

Police Traffic Services

LE	402PT	PTS-2017-Albany City PD -00339-(001)	Albany City Police Department	Police Traffic Services	45,840.00	38,000.00	36,138.45
LE	402PT	PTS-2017-Albany TSB-00166-(001)	Albany County Traffic Safety Board	Police Traffic Services	25,500.00	19,000.00	18,996.61
LE	402PT	PTS-2017-Albion Village PD -00168-(037)	Albion Village Police Department	Police Traffic Services	6,450.00	6,235.00	6,218.60
LE	402PT	PTS-2017-Altamont Village PD -00270-(001)	Altamont Village Police Department	Police Traffic Services	3,496.00	1,710.00	1,708.92
LE		PTS-2017-Amityville Village PD -00031-(052)	Amityville Village Police Department	Police Traffic Services	9,010.00	-	-
LE	402PT	PTS-2017-Amityville Village PD -00186-(052)	Amityville Village Police Department	Police Traffic Services	11,025.00	8,480.00	8,464.40
LE	402PT	PTS-2017-Amsterdam City PD -00191-(029)	Amsterdam City Police Department	Police Traffic Services	10,000.00	6,000.00	5,767.48
LE	402PT	PTS-2017-Arcade Village PD -00096-(061)	Arcade Village Police Department	Police Traffic Services	11,500.00	3,312.00	2,996.81
LE	402PT	PTS-2017-Ardsley Village PD -00015-(060)	Ardsley Village Police Department	Police Traffic Services	9,790.00	4,050.00	4,042.28
LE	402PT	PTS-2017-Attica Village PD-00446-(061)	Attica Village Police Department	Police Traffic Services	2,852.00	1,860.00	98.63
LE	402PT	PTS-2017-Auburn City PD -00203-(006)	Auburn City Police Department	Police Traffic Services	25,550.00	20,349.00	18,157.75
LE	402PT	PTS-2017-Avon Village PD -00381-(026)	Avon Village Police Department	Police Traffic Services	7,850.00	3,830.00	3,562.00
LE	402PT	PTS-2017-Baldwinsville Village PD -00262-(034)	Baldwinsville Village Police Department	Police Traffic Services	4,000.00	3,500.00	3,422.88
LE	402PT	PTS-2017-Ballston Spa Village PD -00451-(046)	Ballston Spa Village Police Department	Police Traffic Services	12,090.00	5,203.00	2,325.48
LE	402PT	PTS-2017-Batavia City PD -00109-(019)	Batavia City Police Department	Police Traffic Services	17,500.00	11,400.00	7,996.74
LE	402PT	PTS-2017-Bath Village PD -00296-(051)	Bath Village Police Department	Police Traffic Services	5,100.00	3,621.00	3,094.92
LE	402PT	PTS-2017-Beacon City PD -00107-(014)	Beacon City Police Department	Police Traffic Services	36,402.00	10,120.00	10,120.00
LE	402PT	PTS-2017-Bedford Town PD -00017-(060)	Bedford Town Police Department	Police Traffic Services	6,160.00	6,160.00	6,160.00
LE	402PT	PTS-2017-Bethlehem Town PD -00127-(001)	Bethlehem Town Police Department	Police Traffic Services	39,120.00	13,680.00	13,677.67
LE	402PT	PTS-2017-Binghamton City PD -00400-(004)	Binghamton City Police Department	Police Traffic Services	7,500.00	6,500.00	6,326.81

LE	402PT	PTS-2017-Blasdell Village PD - 00175-(015)	Blasdell Village Police Department	Police Traffic Services	7,410.00	2,945.00	2,945.00
LE	402PT	PTS-2017-Blooming Grove Town PD -00002-(036)	Blooming Grove Town Police Department	Police Traffic Services	7,200.00	3,000.00	2,958.34
LE	402PT	PTS-2017-Boonville Village PD - 00104-(033)	Boonville Village Police Department	Police Traffic Services	2,700.00	1,250.00	1,029.50
LE	402PT	PTS-2017-Brant Town PD -00131-(015)	Brant Town Police Department	Police Traffic Services	15,723.00	3,402.00	3,378.97
LE	402PT	PTS-2017-Brewster Village PD - 00090-(040)	Brewster Village Police Department	Police Traffic Services	3,840.00	2,736.00	2,736.00
LE	402PT	PTS-2017-Brighton Town PD-00016-(028)	Brighton Town Police Department	Police Traffic Services	10,595.00	9,750.00	9,695.26
LE	402PT	PTS-2017-Brockport Village PD - 00143-(028)	Brockport Village Police Department	Police Traffic Services	5,184.00	4,320.00	4,036.01
LE		PTS-2017-Bronxville Village PD - 00308-(060)	Bronxville Village Police Department	Police Traffic Services	10,800.00	-	-
LE	402PT	PTS-2017-Broome Co SO -00170-(004)	Broome County Sheriff's Office	Police Traffic Services	26,306.00	18,553.00	17,663.53
LE	402PT	PTS-2017-Caledonia Village PD - 00184-(026)	Caledonia Village Police Department	Police Traffic Services	3,264.00	1,260.00	1,260.00
LE	402PT	PTS-2017-Camden Village PD - 00174-(033)	Camden Village Police Department	Police Traffic Services	3,128.00	1,700.00	732.92
LE	402PT	PTS-2017-Camillus Town & Village P-00066-(034)	Camillus Town & Village Police Department	Police Traffic Services	11,500.00	10,550.00	10,482.00
LE	402PT	PTS-2017-Canandaigua City PD - 00248-(035)	Canandaigua City Police Department	Police Traffic Services	9,500.00	6,000.00	5,427.84
LE	402PT	PTS-2017-Canisteo Village PD - 00196-(051)	Canisteo Village Police Department	Police Traffic Services	2,600.00	2,025.00	2,003.65
LE	402PT	PTS-2017-Carmel Town PD - 00416-(040)	Carmel Town Police Department	Police Traffic Services	26,500.00	10,500.00	4,634.06
LE	402PT	PTS-2017-Catskill Village PD - 00435-(020)	Catskill Village Police Department	Police Traffic Services	12,300.00	5,617.00	5,573.98
LE	402PT	PTS-2017-Cattaraugus Co SO - 00023-(005)	Cattaraugus County Sheriff's Office	Police Traffic Services	9,600.00	7,800.00	6,177.24
LE	402PT	PTS-2017-Cayuga Co SO -00246-(006)	Cayuga County Sheriff's Office	Police Traffic Services	22,000.00	8,976.00	8,415.04
LE	402PT	PTS-2017-Cayuga Heights Village PD -00320-(055)	Cayuga Heights Village Police Department	Police Traffic Services	11,160.00	3,968.00	3,296.86
LE	402PT	PTS-2017-Cheektowaga Town PD - 00287-(015)	Cheektowaga Town Police Department	Police Traffic Services	25,080.00	15,675.00	15,675.00

LE	402PT	PTS-2017-Chemung Co SO -00265-(008)	Chemung County Sheriff's Office	Police Traffic Services	10,450.00	10,450.00	4,073.08
LE	402PT	PTS-2017-Chenango Co SO -00141-(009)	Chenango County Sheriff's Office	Police Traffic Services	13,816.00	7,372.00	5,134.48
LE	402PT	PTS-2017-Chester Town PD -00047-(036)	Chester Town Police Department	Police Traffic Services	8,235.00	5,490.00	5,490.00
LE	402PT	PTS-2017-Chester Village PD -00398-(036)	Chester Village Police Department	Police Traffic Services	6,240.00	3,900.00	1,833.20
LE	402PT	PTS-2017-Chittenango Village PD -00137-(027)	Chittenango Village Police Department	Police Traffic Services	69,500.00	2,000.00	-
LE	402PT	PTS-2017-Cicero Town PD -00259-(034)	Cicero Town Police Department	Police Traffic Services	13,500.00	7,800.00	7,281.30
LE	402PT	PTS-2017-Clarkstown Town PD -00029-(044)	Clarkstown Town Police Department	Police Traffic Services	26,000.00	20,000.00	13,743.65
LE	402PT	PTS-2017-Clinton Co SO -00071-(010)	Clinton County Sheriff's Office	Police Traffic Services	12,110.00	10,500.00	8,056.73
LE	402PT	PTS-2017-Cohoes City PD -00150-(001)	Cohoes City Police Department	Police Traffic Services	20,400.00	14,484.00	14,364.70
LE	402PT	PTS-2017-Colonie Town PD -00043-(001)	Colonie Town Police Department	Police Traffic Services	48,200.00	34,775.00	33,306.98
LE	402PT	PTS-2017-Columbia Co SO -00119-(011)	Columbia County Sheriff's Office	Police Traffic Services	36,096.00	26,400.00	26,293.81
LE		PTS-2017-Corfu Village PD -00447-(019)	Corfu Village Police Department	Police Traffic Services	13,900.00	-	-
LE	402PT	PTS-2017-Cornell Univ -00165-(055)	Cornell University - Police	Police Traffic Services	13,020.00	9,300.00	4,821.50
LE	402PT	PTS-2017-Corning City PD -00067-(051)	Corning City Police Department	Police Traffic Services	15,120.00	13,932.00	13,932.00
LE	402PT	PTS-2017-Cornwall on Hudson V. PD -00172-(036)	Cornwall on Hudson Village Police Department	Police Traffic Services	3,685.00	2,385.00	-
LE	402PT	PTS-2017-Cornwall Town PD -00263-(036)	Cornwall Town Police Department	Police Traffic Services	5,200.00	4,500.00	2,493.99
LE	402PT	PTS-2017-Cortland City PD-00418-(012)	Cortland City Police Department	Police Traffic Services	9,900.00	4,950.00	4,950.00
LE	402PT	PTS-2017-Cortland Co SO -00027-(012)	Cortland County Sheriff's Office	Police Traffic Services	18,200.00	7,110.00	6,448.80
LE	402PT	PTS-2017-Crawford Town PD-00272-(036)	Crawford Town Police Department	Police Traffic Services	5,460.00	4,940.00	4,784.54
LE	402PT	PTS-2017-Dansville Village PD -00408-(026)	Dansville Village Police Department	Police Traffic Services	6,595.00	2,400.00	-

LE	402PT	PTS-2017-Deerpark Town PD - 00225-(036)	Deerpark Town Police Department	Police Traffic Services	7,080.00	4,720.00	4,477.67
LE	402PT	PTS-2017-Delaware Co SO -00144-(013)	Delaware County Sheriff's Office	Police Traffic Services	18,656.00	12,250.00	12,210.09
LE	402PT	PTS-2017-Depew Village PD - 00095-(015)	Depew Village Police Department	Police Traffic Services	7,700.00	6,750.00	6,750.00
LE	402PT	PTS-2017-Deposit Village PD - 00392-(004)	Deposit Village Police Department	Police Traffic Services	1,440.00	1,440.00	647.50
LE		PTS-2017-DeWitt Town PD - 00138-(034)	DeWitt Town Police Department	Police Traffic Services	10,000.00	-	-
LE	402PT	PTS-2017-DeWitt Town PD - 00433-(034)	DeWitt Town Police Department	Police Traffic Services	13,000.00	10,000.00	9,673.49
LE	402PT	PTS-2017-Dobbs Ferry Village PD - 00415-(060)	Dobbs Ferry Village Police Department	Police Traffic Services	7,512.00	3,960.00	-
LE	402PT	PTS-2017-Dryden Village PD - 00335-(055)	Dryden Village Police Department	Police Traffic Services	1,860.00	1,550.00	-
LE	402PT	PTS-2017-Dunkirk City PD -00086-(007)	Dunkirk City Police Department	Police Traffic Services	8,550.00	5,130.00	2,449.30
LE	402PT	PTS-2017-Dutchess Co SO -00421-(014)	Dutchess County Sheriff's Office	Police Traffic Services	33,555.00	15,925.00	14,748.31
LE	402PT	PTS-2017-East Aurora/Aurora PD - 00279-(015)	East Aurora/Aurora Town Police Department	Police Traffic Services	6,120.00	4,590.00	806.52
LE	402PT	PTS-2017-East Fishkill Town PD - 00221-(014)	East Fishkill Town Police Department	Police Traffic Services	19,470.00	9,100.00	9,100.00
LE	402PT	PTS-2017-East Greenbush Town PD -00370-(042)	East Greenbush Town Police Department	Police Traffic Services	13,294.00	3,910.00	2,204.80
LE	402PT	PTS-2017-East Hampton Town PD -00194-(052)	East Hampton Town Police Department	Police Traffic Services	26,100.00	8,700.00	7,425.89
LE		PTS-2017-East Hampton Vil. PD - 00354-(052)	East Hampton Village Police Department	Police Traffic Services	11,000.00	-	-
LE	402PT	PTS-2017-East Rochester Village PD -00069-(028)	East Rochester Village Police Department	Police Traffic Services	4,446.00	3,990.00	3,907.31
LE	402PT	PTS-2017-Eastchester Town PD-00410-(060)	Eastchester Town Police Department	Police Traffic Services	15,371.00	12,160.00	11,261.30
LE	402PT	PTS-2017-Eden Town PD -00368-(015)	Eden Town Police Department	Police Traffic Services	10,260.00	2,850.00	2,174.52
LE	402PT	PTS-2017-Ellenville Village PD-00163-(056)	Ellenville Village Police Department	Police Traffic Services	3,000.00	3,000.00	2,145.00
LE	402PT	PTS-2017-Ellicottville Town PD - 00319-(005)	Ellicottville Town Police Department	Police Traffic Services	7,675.00	1,350.00	913.10

LE	402PT	PTS-2017-Elmira Heights Village PD -00224-(008)	Elmira Heights Village Police Department	Police Traffic Services	3,060.00	2,805.00	2,056.56
LE	402PT	PTS-2017-Elmsford Village PD -00019-(060)	Elmsford Village Police Department	Police Traffic Services	7,200.00	5,250.00	5,250.00
LE	402PT	PTS-2017-Erie Co SO -00376-(015)	Erie County Sheriff's Office	Police Traffic Services	43,074.00	14,700.00	14,700.00
LE	402PT	PTS-2017-Essex Co TS-00372-(016)	Essex County Traffic Safety	Police Traffic Services	6,160.00	5,040.00	5,040.00
LE	402PT	PTS-2017-Evans Town PD -00286-(015)	Evans Town Police Department	Police Traffic Services	7,000.00	5,320.00	5,297.81
LE	402PT	PTS-2017-Fairport Village PD -00125-(028)	Fairport Village Police Department	Police Traffic Services	1,170.00	1,170.00	-
LE	402PT	PTS-2017-Fallsburg Town PD -00379-(053)	Fallsburg Town Police Department	Police Traffic Services	11,132.00	5,336.00	5,336.00
LE	402PT	PTS-2017-Fishkill Town PD -00290-(014)	Fishkill Town Police Department	Police Traffic Services	6,600.00	4,500.00	763.95
LE	402PT	PTS-2017-Floral Park Village PD -00264-(030)	Floral Park Village Police Department	Police Traffic Services	7,000.00	3,500.00	2,923.78
LE	402PT	PTS-2017-Florida Village PD -00112-(036)	Florida Village Police Department	Police Traffic Services	4,158.00	2,970.00	157.70
LE	402PT	PTS-2017-Freeport Village PD -00102-(030)	Freeport Village Police Department	Police Traffic Services	17,050.00	11,440.00	11,440.00
LE	402PT	PTS-2017-Fulton City PD -00222-(038)	Fulton City Police Department	Police Traffic Services	9,898.00	7,840.00	7,146.26
LE	402PT	PTS-2017-Fulton Co SO -00383-(018)	Fulton County Sheriff's Office	Police Traffic Services	45,810.00	9,990.00	8,105.13
LE	402PT	PTS-2017-Galway Village PD-00188-(046)	Galway Village Police Department	Police Traffic Services	8,700.00	1,100.00	1,100.00
LE	402PT	PTS-2017-Garden City Village PD -00080-(030)	Garden City Village Police Department	Police Traffic Services	27,000.00	8,500.00	8,500.00
LE	402PT	PTS-2017-Gates Town PD -00028-(028)	Gates Town Police Department	Police Traffic Services	3,894.00	3,894.00	3,894.00
LE	402PT	PTS-2017-Geddes Town PD -00157-(034)	Geddes Town Police Department	Police Traffic Services	5,005.00	5,005.00	4,965.77
LE	402PT	PTS-2017-Genesee Co SO -00153-(019)	Genesee County Sheriff's Office	Police Traffic Services	37,280.00	25,408.00	25,408.00
LE	402PT	PTS-2017-Geneseo Village PD-00004-(026)	Geneseo Village Police Department	Police Traffic Services	12,740.00	12,495.00	12,495.00
LE	402PT	PTS-2017-Geneva City PD-00369-(035)	Geneva City Police Department	Police Traffic Services	2,650.00	2,650.00	2,372.37
LE	402PT	PTS-2017-Glens Falls City PD -00110-(057)	Glens Falls City Police Department	Police Traffic Services	6,804.00	5,628.00	5,628.00

LE	402PT	PTS-2017-Glenville Town PD - 00280-(047)	Glenville Town Police Department	Police Traffic Services	5,100.00	5,100.00	5,081.52
LE	402PT	PTS-2017-Goshen Town PD - 00235-(036)	Goshen Town Police Department	Police Traffic Services	5,400.00	4,050.00	2,973.04
LE	402PT	PTS-2017-Goshen Village PD - 00018-(036)	Goshen Village Police Department	Police Traffic Services	5,355.00	4,725.00	4,406.78
LE	402PT	PTS-2017-Gowanda Village PD - 00245-(005)	Gowanda Village Police Department	Police Traffic Services	1,360.00	1,190.00	-
LE	402PT	PTS-2017-Granville Village PD- 00312-(058)	Granville Village Police Department	Police Traffic Services	4,750.00	2,660.00	1,848.50
LE	402PT	PTS-2017-Great Neck Estates Villag-00240-(030)	Great Neck Estates Village Police Department	Police Traffic Services	10,000.00	5,700.00	4,744.92
LE	402PT	PTS-2017-Greece Town PD - 00082-(028)	Greece Town Police Department	Police Traffic Services	8,174.00	8,174.00	8,174.00
LE	402PT	PTS-2017-Green Island Village PD - 00058-(001)	Green Island Village Police Department	Police Traffic Services	7,800.00	5,250.00	5,250.00
LE		PTS-2017-Greenburgh Town PD - 00275-(060)	Greenburgh Town Police Department	Police Traffic Services	-	-	-
LE	402PT	PTS-2017-Greene Co SO -00417-(020)	Greene County Sheriff's Office	Police Traffic Services	6,300.00	5,040.00	1,268.39
LE	402PT	PTS-2017-Greene Village PD - 00024-(009)	Greene Village Police Department	Police Traffic Services	8,816.00	2,520.00	2,513.20
LE	402PT	PTS-2017-Greenwood Lake Village PD -00396-(036)	Greenwood Lake Village Police Department	Police Traffic Services	5,472.00	3,648.00	3,599.13
LE	402PT	PTS-2017-Guilderland Town PD - 00075-(001)	Guilderland Town Police Department	Police Traffic Services	25,900.00	21,675.00	21,555.72
LE	402PT	PTS-2017-Hamburg Town PD - 00136-(015)	Hamburg Town Police Department	Police Traffic Services	32,000.00	13,120.00	12,797.24
LE	402PT	PTS-2017-Hamburg Village PD - 00187-(015)	Hamburg Village Police Department	Police Traffic Services	12,600.00	4,725.00	4,700.88
LE	402PT	PTS-2017-Hancock Village PD - 00440-(013)	Hancock Village Police Department	Police Traffic Services	11,535.00	2,100.00	-
LE	402PT	PTS-2017-Harrison Town PD - 00106-(060)	Harrison Town Police Department	Police Traffic Services	18,470.00	14,175.00	14,124.70
LE	402PT	PTS-2017-Hastings-on-Hudson Villag-00391-(060)	Hastings-on-Hudson Village Police Department	Police Traffic Services	9,600.00	4,800.00	2,560.00
LE	402PT	PTS-2017-Haverstraw Town PD - 00300-(044)	Haverstraw Town Police Department	Police Traffic Services	7,800.00	7,500.00	7,500.00
LE	402PT	PTS-2017-Hempstead Village PD - 00247-(030)	Hempstead Village Police Department	Police Traffic Services	20,700.00	12,150.00	12,150.00

LE	402PT	PTS-2017-Herkimer Village PD - 00402-(022)	Herkimer Village Police Department	Police Traffic Services	15,900.00	7,685.00	6,387.58
LE	402PT	PTS-2017-Highland Falls Village PD -00406-(036)	Highland Falls Village Police Department	Police Traffic Services	26,880.00	4,400.00	-
LE	402PT	PTS-2017-Hornell City PD -00215-(051)	Hornell City Police Department	Police Traffic Services	7,200.00	5,600.00	5,453.02
LE	402PT	PTS-2017-Hudson City PD -00389-(011)	Hudson City Police Department	Police Traffic Services	4,600.00	4,600.00	-
LE	402PT	PTS-2017-Hudson Falls Village PD - 00365-(058)	Hudson Falls Village Police Department	Police Traffic Services	7,777.00	6,852.00	6,491.52
LE	402PT	PTS-2017-Hyde Park Town PD - 00152-(014)	Hyde Park Town Police Department	Police Traffic Services	15,000.00	6,720.00	6,390.15
LE	402PT	PTS-2017-Ilion Village PD -00305-(022)	Ilion Village Police Department	Police Traffic Services	18,000.00	7,200.00	6,902.32
LE	402PT	PTS-2017-Independence Twn PD-00238-(002)	Independence Town Police Department	Police Traffic Services	1,600.00	1,440.00	1,435.36
LE	402PT	PTS-2017-Irondequoit Town PD - 00176-(028)	Irondequoit Town Police Department	Police Traffic Services	2,000.00	2,000.00	1,992.25
LE		PTS-2017-Irvington Village PD - 00426-(060)	Irvington Village Police Department	Police Traffic Services	7,800.00	-	-
LE	402PT	PTS-2017-Ithaca City PD -00443-(055)	Ithaca City Police Department	Police Traffic Services	16,706.00	5,500.00	5,483.91
LE	402PT	PTS-2017-Jamestown City PD - 00353-(007)	Jamestown City Police Department	Police Traffic Services	12,740.00	8,330.00	7,930.75
LE	402PT	PTS-2017-Jefferson Co SO -00284-(023)	Jefferson County Sheriff's Office	Police Traffic Services	11,728.00	9,600.00	9,600.00
LE	402PT	PTS-2017-Johnson City Village PD - 00006-(004)	Johnson City Village Police Department	Police Traffic Services	4,888.00	3,854.00	3,847.61
LE	402PT	PTS-2017-Kensington Village PD - 00322-(030)	Kensington Village Police Department	Police Traffic Services	5,000.00	5,000.00	-
LE	402PT	PTS-2017-Kingston City PD -00441-(056)	Kingston City Police Department	Police Traffic Services	17,061.00	9,690.00	8,875.75
LE	402PT	PTS-2017-Kirkland Town PD-00412-(033)	Kirkland Town Police Department	Police Traffic Services	16,896.00	4,554.00	-
LE		PTS-2017-Lackawanna City PD - 00445-(015)	Lackawanna City Police Department	Police Traffic Services	-	-	-
LE	402PT	PTS-2017-Lake Success Village PD - 00405-(030)	Lake Success Village Police Department	Police Traffic Services	10,800.00	6,500.00	6,486.52
LE	402PT	PTS-2017-Lakewood Busti PD - 00273-(007)	Lakewood Busti Police Department	Police Traffic Services	7,488.00	5,145.00	5,134.91

LE	402PT	PTS-2017-Lancaster Town PD -00091-(015)	Lancaster Town Police Department	Police Traffic Services	10,260.00	7,560.00	7,559.15
LE	402PT	PTS-2017-Larchmont Village PD -00362-(060)	Larchmont Village Police Department	Police Traffic Services	3,567.00	3,120.00	1,626.36
LE	402PT	PTS-2017-Lewiston Town PD -00089-(032)	Lewiston Town Police Department	Police Traffic Services	16,814.00	4,000.00	-
LE	402PT	PTS-2017-Liverpool Village PD -00120-(034)	Liverpool Village Police Department	Police Traffic Services	3,995.00	3,995.00	3,995.00
LE	402PT	PTS-2017-Livingston Co SO -00117-(026)	Livingston County Sheriff's Office	Police Traffic Services	33,120.00	25,400.00	25,400.00
LE	402PT	PTS-2017-Lockport City PD -00351-(032)	Lockport City Police Department	Police Traffic Services	15,000.00	3,720.00	1,144.20
LE	402PT	PTS-2017-Long Beach City PD -00046-(030)	Long Beach City Police Department	Police Traffic Services	28,000.00	15,000.00	15,000.00
LE	402PT	PTS-2017-Lowville Village PD -00374-(025)	Lowville Village Police Department	Police Traffic Services	8,000.00	4,800.00	4,724.41
LE	402PT	PTS-2017-Lynbrook Village PD -00360-(030)	Lynbrook Village Police Department	Police Traffic Services	19,780.00	12,040.00	12,040.00
LE	402PT	PTS-2017-Madison Co SO -00021-(027)	Madison County Sheriff's Office	Police Traffic Services	8,738.00	8,738.00	7,317.46
LE	402PT	PTS-2017-Mamaroneck Village PD -00438-(060)	Mamaroneck Village Police Department	Police Traffic Services	17,328.00	11,020.00	10,998.61
LE	402PT	PTS-2017-Manlius Town PD -00065-(034)	Manlius Town Police Department	Police Traffic Services	14,028.00	11,052.00	10,730.68
LE	402PT	PTS-2017-Marlborough Town PD -00388-(056)	Marlborough Town Police Department	Police Traffic Services	11,920.00	4,560.00	4,442.34
LE	402PT	PTS-2017-Mechanicville City PD -00243-(046)	Mechanicville City Police Department	Police Traffic Services	8,690.00	3,960.00	1,333.70
LE		PTS-2017-Medina Village PD -00307-(037)	Medina Village Police Department	Police Traffic Services	45,500.00	-	-
LE	402PT	PTS-2017-Menands Village PD -00367-(001)	Menands Village Police Department	Police Traffic Services	12,000.00	4,850.00	-
LE	402PT	PTS-2017-Metro Trans Authority PD-00366-(099)	Metro.Trans. Authority Police Dept.	Police Traffic Services	36,000.00	14,400.00	12,429.75
LE	402PT	PTS-2017-Middletown City PD -00384-(036)	Middletown City Police Department	Police Traffic Services	11,700.00	9,750.00	9,677.08
LE	402PT	PTS-2017-Millerton Village PD -00422-(014)	Millerton Village Police Department	Police Traffic Services	6,500.00	3,800.00	2,529.47
LE	402PT	PTS-2017-Monroe Co SO -00100-(028)	Monroe County Sheriff's Office	Police Traffic Services	46,640.00	25,040.00	24,345.14

LE	402PT	PTS-2017-Monroe Village PD - 00207-(036)	Monroe Village Police Department	Police Traffic Services	7,680.00	6,080.00	6,079.60
LE	402PT	PTS-2017-Montgomery Town PD - 00189-(036)	Montgomery Town Police Department	Police Traffic Services	5,500.00	4,400.00	-
LE	402PT	PTS-2017-Montgomery Village PD -00009-(036)	Montgomery Village Police Department	Police Traffic Services	3,400.00	3,000.00	2,785.52
LE	402PT	PTS-2017-Monticello Village PD - 00338-(053)	Monticello Village Police Department	Police Traffic Services	12,992.00	3,364.00	3,336.86
LE	402PT	PTS-2017-Mount Vernon City PD-00431-(060)	Mount Vernon City Police Department	Police Traffic Services	45,955.00	9,750.00	9,750.00
LE	402PT	PTS-2017-Mt. Morris Village PD - 00198-(026)	Mt. Morris Village Police Department	Police Traffic Services	6,300.00	4,200.00	4,040.98
LE	402PT	PTS-2017-Muttontown Village PD-00329-(030)	Muttontown Village Police Department	Police Traffic Services	4,500.00	4,000.00	3,773.36
LE	402PT	PTS-2017-Nassau Village PD - 00145-(042)	Nassau Village Police Department	Police Traffic Services	3,510.00	1,890.00	1,876.50
LE	402PT	PTS-2017-New Castle Town PD - 00013-(060)	New Castle Town Police Department	Police Traffic Services	12,000.00	5,250.00	4,278.66
LE	402PT	PTS-2017-New Hartford Town PD - 00088-(033)	New Hartford Town Police Department	Police Traffic Services	18,000.00	7,800.00	7,778.89
LE	402PT	PTS-2017-New Paltz Town & Village -00040-(056)	New Paltz Town & Village Police Department	Police Traffic Services	11,352.00	4,730.00	4,730.00
LE	402PT	PTS-2017-New Rochelle City PD - 00178-(060)	New Rochelle City Police Department	Police Traffic Services	17,430.00	13,695.00	13,371.22
LE	402PT	PTS-2017-New Windsor Town PD - 00087-(036)	New Windsor Town Police Department	Police Traffic Services	15,410.00	10,519.00	10,519.00
LE	402PT	PTS-2017-New York Mills Village PD -00294-(033)	New York Mills Village Police Department	Police Traffic Services	9,672.00	3,315.00	739.55
LE	402PT	PTS-2017-Newark Village PD - 00452-(059)	Newark Village Police Department	Police Traffic Services	4,800.00	3,840.00	3,667.71
LE	402PT	PTS-2017-Newburgh City PD - 00352-(036)	Newburgh City Police Department	Police Traffic Services	14,112.00	9,800.00	9,553.14
LE	402PT	PTS-2017-Newburgh Town PD-00328-(036)	Newburgh Town Police Department	Police Traffic Services	15,340.00	9,440.00	5,675.69
LE	402PT	PTS-2017-Niagara Co SO -00192-(032)	Niagara County Sheriff's Office	Police Traffic Services	16,450.00	15,275.00	14,642.33
LE	402PT	PTS-2017-Niagara Falls City PD - 00409-(032)	Niagara Falls City Police Department	Police Traffic Services	14,505.00	11,670.00	11,670.00
LE	402PT	PTS-2017-Niskayuna Town PD - 00249-(047)	Niskayuna Town Police Department	Police Traffic Services	10,400.00	8,970.00	8,868.53

LE	402PT	PTS-2017-Norfolk Town PD - 00208-(045)	Norfolk Town Police Department	Police Traffic Services	960.00	960.00	-
LE	402PT	PTS-2017-North Greenbush Town PD -00169-(042)	North Greenbush Town Police Department	Police Traffic Services	10,580.00	10,580.00	9,942.81
LE	402PT	PTS-2017-North Syracuse Village PD -00118-(034)	North Syracuse Village Police Department	Police Traffic Services	4,452.00	3,869.00	819.80
LE	402PT	PTS-2017-North Tonawanda City PD -00148-(032)	North Tonawanda City Police Department	Police Traffic Services	11,284.00	10,080.00	10,080.00
LE	402PT	PTS-2017-Northport Village PD - 00295-(052)	Northport Village Police Department	Police Traffic Services	16,100.00	8,625.00	7,498.47
LE	402PT	PTS-2017-Nunda Town and Village PD -00227-(026)	Nunda Town and Village Police Department	Police Traffic Services	1,600.00	1,600.00	1,343.50
LE	402PT	PTS-2017-NYS Pks/Rec/Hist Prsv-00395-(099)	NYS Office of Parks, Recreation, and Historical Preserve	Police Traffic Services	5,510.00	5,220.00	5,141.89
LE	402PT	PTS-2017-Ogden Town PD -00037-(028)	Ogden Town Police Department	Police Traffic Services	2,062.00	2,046.00	2,046.00
LE	402PT	PTS-2017-Old Brookville Village PD -00064-(030)	Old Brookville Village Police Department	Police Traffic Services	7,200.00	6,200.00	6,200.00
LE	402PT	PTS-2017-Old Westbury Village PD -00073-(030)	Old Westbury Village Police Department	Police Traffic Services	11,990.00	8,720.00	7,974.03
LE	402PT	PTS-2017-Oneida City PD -00010-(027)	Oneida City Police Department	Police Traffic Services	9,945.00	7,752.00	-
LE	402PT	PTS-2017-Oneida Co SO -00281-(033)	Oneida County Sheriff's Office	Police Traffic Services	13,600.00	12,000.00	5,716.90
LE	402PT	PTS-2017-Oneonta City PD -00030-(039)	Oneonta City Police Department	Police Traffic Services	5,740.00	3,526.00	2,348.46
LE	402PT	PTS-2017-Onondaga Co SO - 00099-(034)	Onondaga County Sheriff's Office	Police Traffic Services	32,490.00	29,811.00	28,159.76
LE	402PT	PTS-2017-Ontario Co SO -00394-(035)	Ontario County Sheriff's Office	Police Traffic Services	29,840.00	27,354.00	18,737.83
LE	402PT	PTS-2017-Orange Co SO -00177-(036)	Orange County Sheriff's Office	Police Traffic Services	13,000.00	9,100.00	8,948.73
LE	402PT	PTS-2017-Orangetown Town PD-00283-(044)	Orangetown Town Police Department	Police Traffic Services	20,800.00	12,000.00	10,580.39
LE	402PT	PTS-2017-Orchard Park Town PD - 00364-(015)	Orchard Park Town Police Department	Police Traffic Services	20,719.00	9,860.00	9,860.00
LE	402PT	PTS-2017-Orleans Co SO-00234-(037)	Orleans County Sheriff's Office	Police Traffic Services	10,600.00	8,280.00	6,893.25

LE	402PT	PTS-2017-Ossining Village PD - 00229-(060)	Ossining Village Police Department	Police Traffic Services	28,540.00	6,800.00	1,700.00
LE	402PT	PTS-2017-Oswego City PD -00197-(038)	Oswego City Police Department	Police Traffic Services	10,000.00	8,000.00	6,964.80
LE	402PT	PTS-2017-Oswego Co SO -00011-(038)	Oswego County Sheriff's Office	Police Traffic Services	17,891.00	11,911.00	11,804.00
LE	402PT	PTS-2017-Otsego Co SO -00244-(039)	Otsego County Sheriff's Office	Police Traffic Services	3,675.00	2,940.00	1,857.44
LE	402PT	PTS-2017-Oxford Village PD - 00022-(009)	Oxford Village Police Department	Police Traffic Services	3,116.00	1,748.00	1,292.00
LE	402PT	PTS-2017-Oyster Bay Cove Village P-00331-(030)	Oyster Bay Cove Village Police Department	Police Traffic Services	11,160.00	4,185.00	4,185.00
LE	402PT	PTS-2017-Peekskill City PD -00139-(060)	Peekskill City Police Department	Police Traffic Services	11,700.00	11,232.00	11,232.00
LE	402PT	PTS-2017-Penn Yan Village PD - 00386-(062)	Penn Yan Village Police Department	Police Traffic Services	4,553.00	4,528.00	2,051.13
LE	402PT	PTS-2017-Piermont Village PD - 00210-(044)	Piermont Village Police Department	Police Traffic Services	11,640.00	6,499.00	6,292.20
LE	402PT	PTS-2017-Plattekill Town PD - 00190-(056)	Plattekill Town Police Department	Police Traffic Services	3,500.00	3,100.00	3,100.00
LE	402PT	PTS-2017-Plattsburgh City PD - 00324-(010)	Plattsburgh City Police Department	Police Traffic Services	15,180.00	6,290.00	3,302.00
LE	402PT	PTS-2017-Port Dickinson Village PD -00116-(004)	Port Dickinson Village Police Department	Police Traffic Services	4,860.00	1,800.00	1,024.95
LE	402PT	PTS-2017-Port Jervis City PD - 00218-(036)	Port Jervis City Police Department	Police Traffic Services	13,662.00	10,350.00	10,331.45
LE	402PT	PTS-2017-Pt. Washington Police Dis-00074-(030)	Port Washington Police District	Police Traffic Services	13,000.00	8,500.00	8,500.00
LE	402PT	PTS-2017-Potsdam Village PD - 00130-(045)	Potsdam Village Police Department	Police Traffic Services	11,515.00	5,208.00	4,909.39
LE	402PT	PTS-2017-Poughkeepsie City PD - 00442-(014)	Poughkeepsie City Police Department	Police Traffic Services	21,900.00	9,000.00	9,000.00
LE	402PT	PTS-2017-Poughkeepsie Town PD - 00289-(014)	Poughkeepsie Town Police Department	Police Traffic Services	20,800.00	14,690.00	14,690.00
LE	402PT	PTS-2017-Putnam Co SO -00233-(040)	Putnam County Sheriff's Office	Police Traffic Services	18,000.00	17,520.00	5,462.12
LE	402PT	PTS-2017-Quogue Village PD - 00155-(052)	Quogue Village Police Department	Police Traffic Services	12,550.00	4,250.00	3,065.64
LE	402PT	PTS-2017-Ramapo Town PD - 00167-(044)	Ramapo Town Police Department	Police Traffic Services	26,250.00	20,160.00	20,160.00

LE	402PT	PTS-2017-Rensselaer City PD-00149-(042)	Rensselaer City Police Department	Police Traffic Services	13,250.00	7,200.00	4,699.26
LE	402PT	PTS-2017-Rensselaer Co SO - 00301-(042)	Rensselaer County Sheriff's Office	Police Traffic Services	15,750.00	6,300.00	-
LE	402PT	PTS-2017-Riverhead Town PD - 00026-(052)	Riverhead Town Police Department	Police Traffic Services	21,375.00	17,100.00	17,100.00
LE	402PT	PTS-2017-Rockland Co SO -00199-(044)	Rockland County Sheriff's Office	Police Traffic Services	19,100.00	8,400.00	7,950.74
LE	402PT	PTS-2017-Rockville Centre PD-00257-(030)	Rockville Centre Police Department	Police Traffic Services	35,200.00	15,400.00	15,400.00
LE	402PT	PTS-2017-Rome City PD -00219-(033)	Rome City Police Department	Police Traffic Services	34,760.00	8,800.00	8,800.00
LE	402PT	PTS-2017-Rotterdam Town PD - 00357-(047)	Rotterdam Town Police Department	Police Traffic Services	10,505.00	8,190.00	8,167.29
LE	402PT	PTS-2017-Rye Brook Village PD-00049-(060)	Rye Brook Village Police Department	Police Traffic Services	5,972.00	4,560.00	3,534.41
LE		PTS-2017-Rye City PD -00014-(060)	Rye City Police Department	Police Traffic Services	-	-	-
LE	402PT	PTS-2017-Sag Harbor Village PD - 00092-(052)	Sag Harbor Village Police Department	Police Traffic Services	12,375.00	9,900.00	3,710.97
LE	402PT	PTS-2017-Sands Point Village PD - 00072-(030)	Sands Point Village Police Department	Police Traffic Services	10,000.00	3,500.00	2,494.84
LE	402PT	PTS-2017-Saranac Lake Village PD - 00332-(017)	Saranac Lake Village Police Department	Police Traffic Services	4,100.00	4,100.00	-
LE	402PT	PTS-2017-Saratoga Co SO -00403-(046)	Saratoga County Sheriff's Office	Police Traffic Services	45,500.00	12,500.00	12,178.24
LE	402PT	PTS-2017-Saratoga Springs City PD -00114-(046)	Saratoga Springs City Police Department	Police Traffic Services	15,600.00	11,200.00	11,138.79
LE	402PT	PTS-2017-Saugerties Town PD - 00035-(056)	Saugerties Town Police Department	Police Traffic Services	12,170.00	5,870.00	4,495.51
LE	402PT	PTS-2017-Scarsdale Village PD - 00113-(060)	Scarsdale Village Police Department	Police Traffic Services	25,600.00	9,920.00	8,459.72
LE	402PT	PTS-2017-Schenectady City PD - 00101-(047)	Schenectady City Police Department	Police Traffic Services	40,000.00	28,500.00	28,500.00
LE	402PT	PTS-2017-Schenectady Co SO - 00434-(047)	Schenectady County Sheriff's Office	Police Traffic Services	12,740.00	6,027.00	6,025.36
LE	402PT	PTS-2017-Schodack Town PD - 00306-(042)	Schodack Town Police Department	Police Traffic Services	10,130.00	7,842.00	7,841.97
LE	402PT	PTS-2017-Scotia Village PD - 00385-(047)	Scotia Village Police Department	Police Traffic Services	6,000.00	5,340.00	4,389.56

LE	402PT	PTS-2017-Seneca Co SO -00206-(050)	Seneca County Sheriff's Office	Police Traffic Services	5,250.00	4,515.00	3,890.50
LE	402PT	PTS-2017-Seneca Falls Twn PD-00288-(050)	Seneca Falls Town Police Department	Police Traffic Services	14,760.00	7,544.00	6,404.78
LE	402PT	PTS-2017-Shawangunk Town PD -00205-(056)	Shawangunk Town Police Department	Police Traffic Services	5,550.00	1,961.00	1,499.70
LE	402PT	PTS-2017-Shelter Island Town PD -00005-(052)	Shelter Island Town Police Department	Police Traffic Services	9,500.00	5,500.00	-
LE	402PT	PTS-2017-Solvay Village PD -00253-(034)	Solvay Village Police Department	Police Traffic Services	7,497.00	4,590.00	-
LE		PTS-2017-S. Nyack-Grand View PD -00420-(044)	South Nyack-Grand View Village Police Department	Police Traffic Services	5,000.00	-	-
LE	402PT	PTS-2017-Southampton Town PD -00098-(052)	Southampton Town Police Department	Police Traffic Services	50,154.00	12,210.00	12,210.00
LE	402PT	PTS-2017-Southampton Village PD -00007-(052)	Southampton Village Police Department	Police Traffic Services	8,820.00	5,096.00	4,268.04
LE	402PT	PTS-2017-Southold Town PD -00135-(052)	Southold Town Police Department	Police Traffic Services	13,200.00	8,250.00	7,804.32
LE	402PT	PTS-2017-Spring Valley Village PD -00200-(044)	Spring Valley Village Police Department	Police Traffic Services	20,850.00	10,220.00	10,158.23
LE	402PT	PTS-2017-St. Lawrence Co SO -00093-(045)	St. Lawrence County Sheriff's Office	Police Traffic Services	8,400.00	5,110.00	5,110.00
LE	402PT	PTS-2017-Steuben Co SO -00164-(051)	Steuben County Sheriff's Office	Police Traffic Services	14,999.00	9,000.00	7,525.39
LE	402PT	PTS-2017-Stony Point Town PD -00371-(044)	Stony Point Town Police Department	Police Traffic Services	11,748.00	10,235.00	8,548.93
LE	402PT	PTS-2017-Suffern Village PD -00181-(044)	Suffern Village Police Department	Police Traffic Services	8,400.00	7,200.00	-
LE	402PT	PTS-2017-Suffolk Co SO -00108-(052)	Suffolk County Sheriff's Office	Police Traffic Services	28,350.00	19,546.00	17,734.58
LE	402PT	PTS-2017-Sullivan Co SO -00025-(053)	Sullivan County Sheriff's Office	Police Traffic Services	15,730.00	6,064.00	5,546.87
LE	402PT	PTS-2017-SUNY Albany Police-00056-(001)	SUNY Albany University Police	Police Traffic Services	9,995.00	5,280.00	1,214.68
LE	402PT	PTS-2017-SUNY Cortland Police-00298-(012)	SUNY Cortland University Police	Police Traffic Services	3,680.00	3,680.00	3,680.00
LE	402PT	PTS-2017-SUNY Oswego Police-00217-(038)	SUNY Police Oswego State University	Police Traffic Services	6,704.00	4,576.00	4,575.96
LE	402PT	PTS-2017-SUNY UB Police-00032-(015)	SUNY University Buffalo Police	Police Traffic Services	6,496.00	4,176.00	4,157.75

LE	402PT	PTS-2017-Syracuse City PD -00122-(034)	Syracuse City Police Department	Police Traffic Services	45,000.00	43,000.00	41,706.50
LE	402PT	PTS-2017-Tioga Co SO -00239-(054)	Tioga County Sheriff's Office	Police Traffic Services	36,495.00	13,860.00	13,723.48
LE	402PT	PTS-2017-Tompkins Co SO -00204-(055)	Tompkins County Sheriff's Office	Police Traffic Services	18,800.00	7,050.00	5,370.48
LE	402PT	PTS-2017-Tonawanda City PD -00258-(015)	Tonawanda City Police Department	Police Traffic Services	16,300.00	9,250.00	9,250.00
LE	402PT	PTS-2017-Tonawanda Town PD -00097-(015)	Tonawanda Town Police Department	Police Traffic Services	29,696.00	13,920.00	13,904.40
LE	402PT	PTS-2017-Troy City PD -00373-(042)	Troy City Police Department	Police Traffic Services	33,500.00	16,775.00	14,594.25
LE	402PT	PTS-2017-Tuckahoe Village PD -00045-(060)	Tuckahoe Village Police Department	Police Traffic Services	11,900.00	4,250.00	-
LE	402PT	PTS-2017-Ulster Co SO -00310-(056)	Ulster County Sheriff's Office	Police Traffic Services	11,400.00	10,500.00	8,537.43
LE	402PT	PTS-2017-Ulster Town PD -00393-(056)	Ulster Town Police Department	Police Traffic Services	7,500.00	3,800.00	2,840.00
LE	402PT	PTS-2017-Utica City PD -00003-(033)	Utica City Police Department	Police Traffic Services	16,500.00	13,000.00	13,000.00
LE	402PT	PTS-2017-Walden Village PD -00062-(036)	Walden Village Police Department	Police Traffic Services	6,000.00	4,500.00	4,247.14
LE	402PT	PTS-2017-Walton Village PD -00399-(013)	Walton Village Police Department	Police Traffic Services	9,970.00	3,450.00	3,450.00
LE	402PT	PTS-2017-Warren Co SO -00363-(057)	Warren County Sheriff's Office	Police Traffic Services	21,600.00	16,200.00	16,200.00
LE	402PT	PTS-2017-Warsaw Village PD -00053-(061)	Warsaw Village Police Department	Police Traffic Services	7,200.00	3,744.00	3,731.77
LE	402PT	PTS-2017-Warwick Town PD -00397-(036)	Warwick Town Police Department	Police Traffic Services	10,560.00	7,050.00	5,546.70
LE	402PT	PTS-2017-Washington Co SO -00070-(058)	Washington County Sheriff's Office	Police Traffic Services	16,555.00	12,600.00	12,414.55
LE	402PT	PTS-2017-Washingtonville Village P-00050-(036)	Washingtonville Village Police Department	Police Traffic Services	6,710.00	4,270.00	3,566.32
LE	402PT	PTS-2017-Waterford Town & Village -00202-(046)	Waterford Town & Village Police Department	Police Traffic Services	4,116.00	3,780.00	3,708.96
LE	402PT	PTS-2017-Waterloo Village PD -00230-(050)	Waterloo Village Police Department	Police Traffic Services	6,110.00	6,110.00	761.77
LE	402PT	PTS-2017-Watertown City PD-00216-(023)	Watertown City Police Department	Police Traffic Services	9,890.00	6,808.00	2,736.06

LE	402PT	PTS-2017-Watervliet City PD-00054-(001)	Watervliet City Police Department	Police Traffic Services	21,400.00	15,020.00	13,377.62
LE	402PT	PTS-2017-Watkins Glen Village PD -00146-(049)	Watkins Glen Village Police Department	Police Traffic Services	12,780.00	4,640.00	4,440.00
LE	402PT	PTS-2017-Wayne Co SO -00293-(059)	Wayne County Sheriff's Office	Police Traffic Services	15,050.00	9,030.00	869.07
LE	402PT	PTS-2017-Webster Town PD -00142-(028)	Webster Town Police Department	Police Traffic Services	3,904.28	3,904.00	3,904.00
LE	402PT	PTS-2017-Wellsville Village PD -00179-(002)	Wellsville Village Police Department	Police Traffic Services	7,000.00	3,600.00	3,558.93
LE	402PT	PTS-2017-West Seneca Town PD -00282-(015)	West Seneca Town Police Department	Police Traffic Services	24,160.00	13,600.00	13,600.00
LE	402PT	PTS-2017-Westchester Co Dept of PS-00277-(060)	Westchester County Department of Public Safety	Police Traffic Services	41,565.00	27,200.00	27,082.27
LE	402PT	PTS-2017-White Plains Dept PS-00404-(060)	White Plains Department Public Safety	Police Traffic Services	28,470.00	27,970.00	27,461.47
LE	402PT	PTS-2017-Whitehall Village PD -00436-(058)	Whitehall Village Police Department	Police Traffic Services	6,528.00	2,300.00	2,300.00
LE	402PT	PTS-2017-Whitesboro Village PD -00407-(033)	Whitesboro Village Police Department	Police Traffic Services	16,960.00	4,000.00	3,993.05
LE	402PT	PTS-2017-Whitestown Town PD -00081-(033)	Whitestown Town Police Department	Police Traffic Services	21,574.00	3,200.00	3,200.00
LE	402PT	PTS-2017-Woodbury Town PD -00212-(036)	Woodbury Town Police Department	Police Traffic Services	9,100.00	7,930.00	3,462.81
LE		PTS-2017-Woodstock Town PD -00231-(056)	Woodstock Town Police Department	Police Traffic Services	9,776.00	-	-
LE	402PT	PTS-2017-Wyoming Co SO -00241-(061)	Wyoming County Sheriff's Office	Police Traffic Services	10,500.00	9,492.00	9,397.17
LE	402PT	PTS-2017-Yonkers City PD -00343-(060)	Yonkers City Police Department	Police Traffic Services	34,080.00	28,800.00	28,800.00
LE	402PT	PTS-2017-Yorkville Village PD-00411-(033)	Yorkville Village Police Department	Police Traffic Services	3,600.00	3,600.00	3,215.44
PT		HS1-2017-Blooming Grove Town PD -00002-(036)	Blooming Grove Town Police Department	handheld/mounted radar unit	2,195.00	-	-
PT	FHPE	HS1-2017-Corning City PD -00082-(051)	Corning City Police Department	PBS Safety	4,000.00	3,500.00	1,007.76
PT		HS1-2017-East Hampton Vil. PD -00155-(052)	East Hampton Village Police Department	AGGRESSIVE DRIVING	10,000.00		-
PT		HS1-2017-Highland Falls Village PD -00227-(036)	Highland Falls Village Police Department	Highway Safety	26,677.00	-	-

PT		HS1-2017-Larchmont Village PD - 00194-(060)	Larchmont Village Police Department	Speed Kills	4,778.00	-	-
PT		HS1-2017-Lockport City PD - 00242-(032)	Lockport City Police Department	Speed Trailer	15,000.00	-	-
PT		HS1-2017-Lynbrook Village PD - 00154-(030)	Lynbrook Village Police Department	"Operation Slowdown", School Pedestrian Initiative	15,400.00	-	-
PT	402PT	HS1-2017-Madison Co SO -00134-(027)	Madison County Sheriff's Office	Madison County Traffic Safety Plan	25,513.00	25,513.00	20,288.41
PT		HS1-2017-Medina Village PD - 00137-(037)	Medina Village Police Department	Highway Safety - HS	121,041.00	-	-
PT		HS1-2017-Montgomery Village PD -00048-(036)	Montgomery Village Police Department	Radar Speed Display - Speed Enforcement/MVA Reduction	8,500.00	-	-
PT	402PT	HS1-2017-Nassau Co PD -00035-(030)	Nassau County Police Department	NCPD Police Traffic Services Grant	160,000.00	130,000.00	121,211.54
PT	FHPE	HS1-2017-NYPD -00086-(077)	New York City Police Department	NYC Pedestrian & Cyclist Safety Enforcement Grant	216,287.00	216,287.00	216,287.00
PT	402PT	HS1-2017-NYPD -00146-(077)	New York City Police Department	NYPD Highway Police Traffic Services Program	318,000.00	300,000.00	286,891.15
PT	402PT	HS1-2017-NYS Police -00195-(099)	New York State Police	Law Enforcement Liaison	218,191.00	218,191.00	200,602.80
PT	402PT	HS1-2017-NYS Police -00197-(099)	New York State Police	Distracted Driving Enforcement and Public Awareness Project	583,489.00	583,489.00	446,164.76
PT	402PT	HS1-2017-NYS Police -00198-(099)	New York State Police	State Police Ensuring Safe Speed	1,778,640.00	1,664,250.00	1,353,806.16
PT	402PT	HS1-2016-NYS Police -00009-(099)	New York State Police	3DLS S-A-F-E-T-Y			1,947.00
PT	402PT	HS1-2017-NYS Police -00203-(099)	New York State Police	3DLS S-A-F-E-T-Y	238,815.00	238,815.00	238,813.89
PT	402PT	HS1-2017-NYS Assoc of Chiefs of Po-00015-(088)	NYS Association of Chiefs of Police, Inc.	NYSACOP Law Enforcement Liaison IMPACTS Project	154,768.00	154,768.00	131,610.77
PT	FHPE	HS1-2017-NYS Assoc of Chiefs of Po-00015-(088)	NYS Association of Chiefs of Police, Inc.	NYSACOP Law Enforcement Liaison IMPACTS Project	4,175.00	4,175.00	4,174.50
PT	402PT	HS1-2017-NYS DCJ-00110-(099)	NYS Division of Criminal Justice Services	Police Training for Highway Safety	66,000.00	56,000.00	34,803.16
PT	402PT	HS1-2017-NYS Sheriff's Assoc.-00069-(088)	NYS Sheriff's Association	Sheriff's Liaison Services to the GTSC	154,787.00	154,787.00	152,467.60
PT		HS1-2017-Ossining Village PD - 00008-(060)	Ossining Village Police Department	Route 9A Speed Enforcement to Reduce Motor Vehicle Accidents	13,190.00	-	-

PT		HS1-2017-Plattekill Town PD -00068-(056)	Plattekill Town Police Department	Plattekill Police Department - Highway Safety Grant 2017	3,500.00	-	-
PT		HS1-2017-Schodack Town PD -00148-(042)	Schodack Town Police Department	Residential And School Zone Enforcement Response (RASZER)	7,265.00	-	-
PT		HS1-2017-Steuben Co SO -00032-(051)	Steuben County Sheriff's Office	Pedestrian and Bicycle Safety with Police Traffic Services	6,000.00	-	-
PT	402PT	HS1-2017-Suffolk Co PD -00246-(052)	Suffolk County Police Department	Suffolk County Police Safe Driving Enforcement (SDE) 2017	170,611.00	137,025.00	136,265.41
PT		HS1-2017-Tuckahoe Village PD -00017-(060)	Tuckahoe Village Police Department	Operation Safe Commute	7,645.00	-	-
PT		HS1-2017-White Plains Dept PS-00190-(060)	White Plains Department Public Safety	Distracted Driving Enforcement	14,000.00	-	-
				Police Traffic Services Total	**8,440,200.00**	**6,199,105.00**	**5,334,697.96**
			Motorcycle Safety				
MC	M9MA	HS1-2017-Broome Co SO -00057-(004)	Broome County Sheriff's Office	Motorcycle Safety and Awareness	2,000.00	2,000.00	125.20
MC	402MC	HS1-2017-NYS Police -00199-(099)	New York State Police	Statewide Motorcycle Enforcement and Education Initiative	109,674.00	109,674.00	76,140.86
MC	M9MA	HS1-2017-NYS Assoc TSB-00160-(088)	NYS Assoc of Traffic Safety Boards Programs inc	Motorcycle Awareness and Education	72,550.00	66,800.00	66,032.83
MC	M9MA	HS1-2017-NYS DMV-00181-(099)	NYS Department of Motor Vehicles	Motorcycle Safety - Motorist Awareness	15,000.00	15,000.00	14,207.72
MC		HS1-2017-Southampton Town PD -00036-(052)	Southampton Town Police Department	Motorcycles and Highway Safety	33,150.00	-	-
MC	402MC	HS1-2017-Suffolk Co PD -00152-(052)	Suffolk County Police Department	Motorcycle Safety Education and Enforcement 2017	40,820.00	20,500.00	20,307.96
MC	402MC	HS1-2017-Warren Co SO -00158-(057)	Warren County Sheriff's Office	HS1 Motorcycle Safety Initiative	15,000.00	15,000.00	10,215.17
				Motorcycle Safety Total	**288,194.00**	**228,974.00**	**187,029.74**
			Pedestrian, Bicycle and Wheel-Sport Safety				
PS	402PS	HS1-2017-Allegany Co STOP-DWI-00169-(002)	Allegany County STOP-DWI	STEPS in Safety (Safety on Wheels)	3,000.00	1,900.00	1,887.01

PS	FHPE	HS1-2017-Bethlehem Town PD -00067-(001)	Bethlehem Town Police Department	Bethlehem Bicycle and Pedestrian Safety Through Education	9,000.00	2,900.00	2,851.31
PS	402PS	HS1-2017-Brookhaven Town-00213-(052)	Brookhaven, Town of	Bicycle Rodeos	10,340.00	3,200.00	2,578.68
PS	FHPE	HS1-2017-Cayuga Co. Health-00121-(006)	Cayuga County Dept of Health & Human Services	Cayuga County Bike/Pedestrian/Wheel sport Safety Program	15,130.00	13,630.00	13,287.40
PS	402PS	HS1-2017-Chautauqua CSEV-00023-(007)	Chautauqua Children's Safety Education Village, Inc.	Chautauqua Children's Safety Village	6,000.00	3,000.00	3,000.00
PS	FHPE	HS1-2017-Comm Outreach-00144-(044)	Community Outreach Center	Always Be Careful	8,850.00	7,350.00	5,426.00
PS	FHPE	HS1-2017-Cornell Coop Warren Co-00071-(057)	Cornell Cooperative Extension of Warren County	Bike Safety Rodeos in Our Schools	11,600.00	5,025.00	3,970.24
PS	402PS	HS1-2017-Elmira City PD -00210-(008)	Elmira City Police Department	Elmira Police Pedestrian/Bicyclist/Vehicle Safety Program	6,000.00	5,000.00	-
PS	FHPE	HS1-2017-Fulton City PD -00075-(038)	Fulton City Police Department	Bicycle Safety Education and Enforcement	2,000.00	800.00	333.88
PS	FHPE	HS1-2017-Goshen Village PD -00050-(036)	Goshen Village Police Department	BICYCLE SAFETY AWARNESS PROGRAM	2,462.00	1,650.00	1,585.49
PS		HS1-2017-Greenwood Lake Village PD -00206-(036)	Greenwood Lake Village Police Department	Bicycle Safety	300.00	-	-
PS	FHPE	HS1-2017-Hornell City PD -00083-(051)	Hornell City Police Department	Keep Your Head in the Game	600.00	600.00	560.33
PS		HS1-2017-Hudson City PD -00226-(011)	Hudson City Police Department	Hudson Police Department	6,900.00	-	-
PS		HS1-2017-Nachas Health Family-00095-(024)	Nachas Health & Family Network Inc	Bicycle Safety Campaign	13,102.00	-	-
PS	402PS	HS1-2017-NY Bicycling Coalition In-00255-(088)	New York Bicycling Coalition, Inc.	Transforming NY State into a Leader in Bicycle & Pedestrian	289,949.00	209,100.00	203,642.05
PS		HS1-2017-Elmhurst Hosp.-00130-(041)	New York City Health & Hospital Corp	Zero Struck Pedestrians: Elmhurst NYC	100,720.00	-	-
PS	FHPE	HS1-2017-NY Coalition Safety Belt-00151-(030)	NY Coalition For Safety Belt Use	Nassau County Bicycle and Pedestrian Safety Program	32,500.00	32,500.00	30,834.93
PS		HS1-2017-Ontario Co Health-00085-(035)	Ontario County Public Health	Bike Helmets 2017	3,200.00	-	-

PS		HS1-2017-Peekskill City PD -00053-(060)	Peekskill City Police Department	Peekskill Police Bike Rodeos and Bicycle Safety Education	6,744.00	-	-
PS		HS1-2017-Jamaica Hosp-00065-(041)	The Jamaica Hospital	Safer Streets Queens	53,774.00	-	-
PS	402PS	HS1-2017-Transportation Alternativ-00145-(077)	Transportation Alternatives	Walk & Bike NYC 2020	50,198.00	47,543.00	43,033.60
PS	FHPE	HS1-2017-Troy City PD -00171-(042)	Troy City Police Department	Pedestrian/Bicyclist Education and Enforcement	15,000.00	6,000.00	3,921.74
PS	FHPE	HS1-2017-White Plains Dept PS-00188-(060)	White Plains Department Public Safety	Pedestrian Safety Initiative	10,000.00	8,000.00	7,965.46
		Pedestrian, Bicycle and Wheel-Sport Safety Total			**657,369.00**	**348,198.00**	**324,878.12**
		Occupant Protection					
BU	M1CPS	HS1-2017-NYPD -00141-(077)	New York City Police Department	The New York City Safety Restraint Enforcement Grant	377,050.00	375,050.00	373,343.76
BU	402PT	HS1-2016-NYS Police -00004-(099)	New York State Police	Occupant Protection Enforcement Program - Buckle Up New York			-
BU	402PT	HS1-2017-NYS Police -00200-(099)	New York State Police	Occupant Protection Enforcement Program - Buckle Up New York	252,725.00	228,000.00	215,920.82
BU	402PT	HS1-2017-NYS Pks/Rec/Hist Prsv-00179-(099)	NYS Office of Parks, Recreation, and Historical Preserve	NYS Park Police Occupant Protection Grant	70,400.00	60,000.00	58,039.39
CS	M1CPS	CPS-2017-Action For a Better Com.-00107-(028)	Action For a Better Community, Inc.	Child Passenger Safety Program	6,635.00	1,900.00	1,828.96
CS	M1CPS	CPS-2017-Albany TSB-00114-(001)	Albany County Traffic Safety Board	Child Passenger Safety Program	26,000.00	12,000.00	11,442.50
CS	M1CPS	CPS-2017-Albany Med. Col.-00194-(001)	Albany Medical College	Child Passenger Safety Program	30,000.00	17,500.00	15,886.55
CS	M1CPS	CPS-2017-Albion Village PD -00098-(037)	Albion Village Police Department	Child Passenger Safety Program	1,500.00	1,000.00	446.86
CS	M1CPS	CPS-2017-Amityville Village PD -00209-(052)	Amityville Village Police Department	Child Passenger Safety Program	2,000.00	750.00	-
CS	M1CPS	CPS-2017-Angola FD-00220-(015)	Angola Fire Department	Child Passenger Safety Program	2,100.00	450.00	-
CS	M1CPS	CPS-2017-Ardent Solutions-00197-(088)	Ardent Solutions, Inc.	Child Passenger Safety Program	24,000.00	6,000.00	5,319.58
CS	M1CPS	CPS-2017-Ardsley Village PD -00020-(060)	Ardsley Village Police Department	Child Passenger Safety Program	4,500.00	2,000.00	-

CS	M1CPS	CPS-2017-Ardsley Village PD - 00128-(060)	Ardsley Village Police Department	Child Passenger Safety Program	13,000.00	3,000.00	-
CS	M1CPS	CPS-2017-Attica Village PD-00247-(061)	Attica Village Police Department	Child Passenger Safety Program	1,600.00	600.00	50.00
CS	M1CPS	CPS-2017-Batavia FD-00072-(019)	Batavia City Fire Department	Child Passenger Safety Program	2,000.00	1,500.00	466.00
CS	M1CPS	CPS-2017-Bath Village PD -00141-(051)	Bath Village Police Department	Child Passenger Safety Program	900.00	900.00	810.80
CS	M1CPS	CPS-2017-Beacon City PD -00067-(014)	Beacon City Police Department	Child Passenger Safety Program	1,000.00	600.00	-
CS		CPS-2017-Bedford Town PD - 00039-(060)	Bedford Town Police Department	Child Passenger Safety Program	2,000.00	-	-
CS		CPS-2017-Bedford Town PD - 00139-(060)	Bedford Town Police Department	Child Passenger Safety Program	2,000.00	-	-
CS	M1CPS	CPS-2017-Boonville Village PD - 00066-(033)	Boonville Village Police Department	Child Passenger Safety Program	4,000.00	400.00	50.00
CS	M1CPS	CPS-2017-Broome Co Health-00030-(004)	Broome County Health Dept	Child Passenger Safety Program	14,270.00	5,770.00	5,582.56
CS	M1CPS	CPS-2017-Caledonia Village PD - 00138-(026)	Caledonia Village Police Department	Child Passenger Safety Program	6,000.00	1,100.00	-
CS	M1CPS	CPS-2017-Camillus Town & Village P-00054-(034)	Camillus Town & Village Police Department	Child Passenger Safety Program	500.00	350.00	100.00
CS	M1CPS	CPS-2017-Carmel Town PD - 00242-(040)	Carmel Town Police Department	Child Passenger Safety Program	2,500.00	500.00	-
CS		CPS-2017-Carthage Area Hosp.-00009-(023)	Carthage Area Hospital Inc	Child Passenger Safety Program	6,275.00	-	-
CS	M1CPS	CPS-2017-Carthage Area Hosp.-00037-(023)	Carthage Area Hospital Inc	Child Passenger Safety Program	4,100.00	350.00	-
CS	M1CPS	CPS-2017-Cath Charity Onon-00185-(034)	Catholic Charities of the Roman Catholic Diocese of Syracuse	Child Passenger Safety Program	5,000.00	4,000.00	3,663.62
CS	M1CPS	CPS-2017-Catholic Health -00147-(015)	Catholic Health System, Inc.	Child Passenger Safety Program	8,000.00	3,535.00	3,534.40
CS	M1CPS	CPS-2017-Catskill Village PD - 00123-(020)	Catskill Village Police Department	Child Passenger Safety Program	3,500.00	500.00	-
CS	M1CPS	CPS-2017-Cattaraugus Co SO - 00012-(005)	Cattaraugus County Sheriff's Office	Child Passenger Safety Program	18,850.00	2,850.00	2,200.00
CS	M1CPS	CPS-2017-Cayuga/Seneca Action - 00046-(006)	Cayuga/Seneca Community Action Agency, Inc.	Child Passenger Safety Program	15,000.00	7,000.00	6,006.69

CS	M1CPS	CPS-2017-Chenango Co SO -00031-(009)	Chenango County Sheriff's Office	Child Passenger Safety Program	12,000.00	5,500.00	2,413.03
CS	M1CPS	CPS-2017-Chester Town PD -00027-(036)	Chester Town Police Department	Child Passenger Safety Program	450.00	450.00	450.00
CS	M1CPS	CPS-2017-Child & Family Resources-00192-(035)	Child & Family Resources, Inc.	Child Passenger Safety Program	6,300.00	3,500.00	3,288.00
CS	M1CPS	CPS-2017-Cicero Town PD -00151-(034)	Cicero Town Police Department	Child Passenger Safety Program	600.00	600.00	-
CS	M1CPS	CPS-2017-Clarkstown Town PD -00157-(044)	Clarkstown Town Police Department	Child Passenger Safety Program	3,000.00	2,000.00	422.48
CS	M1CPS	CPS-2017-Clinton Co SO -00015-(010)	Clinton County Sheriff's Office	Child Passenger Safety Program	6,000.00	3,500.00	1,521.85
CS	M1CPS	CPS-2017-Columbia Co SO -00154-(011)	Columbia County Sheriff's Office	Child Passenger Safety Program	6,000.00	1,900.00	1,240.76
CS	M1CPS	CPS-2017-Comm Outreach-00183-(044)	Community Outreach Center	Child Passenger Safety Program	8,000.00	3,000.00	2,490.00
CS		CPS-2017-Corfu Village PD -00250-(019)	Corfu Village Police Department	Child Passenger Safety Program	2,200.00	-	-
CS	M1CPS	CPS-2017-Cornell Coop Schenectady-00099-(047)	Cornell Cooperative Extension Association of Schenectady County	Child Passenger Safety Program	3,525.00	2,025.00	1,710.15
CS	M1CPS	CPS-2017-Cornell Coop Livingston -00106-(026)	Cornell Cooperative Extension of Livingston County	Child Passenger Safety Program	19,755.00	8,000.00	5,056.70
CS	M1CPS	CPS-2017-Cornell Coop Saratoga Co-00053-(046)	Cornell Cooperative Extension of Saratoga County	Child Passenger Safety Program	24,600.00	12,000.00	7,881.42
CS	M1CPS	CPS-2017-Cornell Univ -00092-(055)	Cornell University - Police	Child Passenger Safety Program	4,400.00	1,900.00	1,561.16
CS	M1CPS	CPS-2017-Greater Hudson-00033-(036)	Cornerstone Family Healthcare	Child Passenger Safety Program	3,000.00	1,500.00	988.55
CS	M1CPS	CPS-2017-Cortland City PD-00226-(012)	Cortland City Police Department	Child Passenger Safety Program	1,900.00	500.00	-
CS	M1CPS	CPS-2017-Cortland County HD-00189-(012)	Cortland County Health Department	Child Passenger Safety Program	10,900.00	4,900.00	4,320.02
CS		CPS-2017-Cortland Co SO -00018-(012)	Cortland County Sheriff's Office	Child Passenger Safety Program	2,250.00	-	-
CS	M1CPS	CPS-2017-Cortland Co SO -00032-(012)	Cortland County Sheriff's Office	Child Passenger Safety Program	2,750.00	1,000.00	918.68

CS	M1CPS	CPS-2017-Delaware Co PH-00212-(013)	Delaware County Public Health	Child Passenger Safety Program	17,500.00	5,250.00	4,903.19
CS	M1CPS	CPS-2017-Dix Hill FD-00160-(052)	Dix Hills Fire District	Child Passenger Safety Program	5,500.00	500.00	218.84
CS	M1CPS	CPS-2017-Dobbs Ferry Village PD -00229-(060)	Dobbs Ferry Village Police Department	Child Passenger Safety Program	5,000.00	1,250.00	-
CS	M1CPS	CPS-2017-Dutchess Co TSB-00048-(014)	Dutchess County Traffic Safety Board	Child Passenger Safety Program	13,625.00	5,500.00	3,018.56
CS	M1CPS	CPS-2017-EAC inc-00146-(088)	EAC INC	Child Passenger Safety Program	24,000.00	6,500.00	4,051.32
CS	M1CPS	CPS-2017-East Hampton Vil. PD -00240-(052)	East Hampton Village Police Department	Child Passenger Safety Program	2,000.00	500.00	-
CS	M1CPS	CPS-2017-Eastchester Town PD-00121-(060)	Eastchester Town Police Department	Child Passenger Safety Program	1,500.00	1,250.00	-
CS	M1CPS	CPS-2017-Ellenville Village PD-00045-(056)	Ellenville Village Police Department	Child Passenger Safety Program	1,500.00	800.00	-
CS		CPS-2017-Ellicott Town PD-00043-(007)	Ellicott Town Police Department	Child Passenger Safety Program	5,000.00	-	-
CS	M1CPS	CPS-2017-Ellicott Town PD-00225-(007)	Ellicott Town Police Department	Child Passenger Safety Program	2,500.00	600.00	-
CS		CPS-2017-Erie Co TS-00251-(015)	Erie County Office of Traffic Safety	Child Passenger Safety Program	10,000.00	-	-
CS	M1CPS	CPS-2017-Evans Town PD -00177-(015)	Evans Town Police Department	Child Passenger Safety Program	2,000.00	500.00	150.00
CS	M1CPS	CPS-2017-Fallsburg Town PD -00025-(053)	Fallsburg Town Police Department	Child Passenger Safety Program	1,500.00	500.00	-
CS	M1CPS	CPS-2017-Family Woodstock-00193-(056)	Family of Woodstock Inc	Child Passenger Safety Program	4,000.00	750.00	750.00
CS	M1CPS	CPS-2017-Franklin Co TSB-00208-(017)	Franklin County Traffic Safety Board	Child Passenger Safety Program	5,350.00	800.00	-
CS	M1CPS	CPS-2017-Fulton Co Health-00108-(018)	Fulton County Public Health	Child Passenger Safety Program	2,750.00	1,400.00	1,163.68
CS	M1CPS	CPS-2017-Gates Vol. Amb. Svc., Inc-00078-(028)	Gates Volunteer Ambulance Inc	Child Passenger Safety Program	1,800.00	1,000.00	462.00
CS	M1CPS	CPS-2017-Genesee Co SO -00206-(019)	Genesee County Sheriff's Office	Child Passenger Safety Program	3,800.00	400.00	100.00
CS	M1CPS	CPS-2017-Goshen Town PD -00153-(036)	Goshen Town Police Department	Child Passenger Safety Program	1,000.00	700.00	-
CS	M1CPS	CPS-2017-Goshen Village PD -00008-(036)	Goshen Village Police Department	Child Passenger Safety Program	1,175.00	800.00	302.85

CS	M1CPS	CPS-2017-Greenburgh Town PD - 00246-(060)	Greenburgh Town Police Department	Child Passenger Safety Program	6,000.00	2,000.00	170.00
CS	M1CPS	CPS-2017-Greene Co SO -00230-(020)	Greene County Sheriff's Office	Child Passenger Safety Program	1,500.00	500.00	-
CS	M1CPS	CPS-2017-Greenwood Lake Village PD -00218-(036)	Greenwood Lake Village Police Department	Child Passenger Safety Program	500.00	500.00	44.00
CS	M1CPS	CPS-2017-Hamilton Co Health-00163-(021)	Hamilton County Public Health Nursing Service	Child Passenger Safety Program	2,000.00	650.00	599.59
CS	M1CPS	CPS-2017-Haverstraw Town PD - 00172-(044)	Haverstraw Town Police Department	Child Passenger Safety Program	3,500.00	500.00	-
CS	M1CPS	CPS-2017-Health Quest-00089-(014)	Health Quest Systems, Inc	Child Passenger Safety Program	5,500.00	1,750.00	616.68
CS	M1CPS	CPS-2017-Highland Falls Village PD -00214-(036)	Highland Falls Village Police Department	Child Passenger Safety Program	1,858.00	1,200.00	-
CS	M1CPS	CPS-2017-Hornell City PD -00081-(051)	Hornell City Police Department	Child Passenger Safety Program	1,000.00	500.00	129.00
CS	M1CPS	CPS-2017-Hudson City PD -00110-(011)	Hudson City Police Department	Child Passenger Safety Program	3,000.00	1,000.00	300.00
CS		CPS-2017-Ilion Village PD -00165-(022)	Ilion Village Police Department	Child Passenger Safety Program	11,650.00	-	-
CS	M1CPS	CPS-2017-Ilion Village PD -00170-(022)	Ilion Village Police Department	Child Passenger Safety Program	11,850.00	2,000.00	1,095.03
CS	M1CPS	CPS-2017-Integrated Com Oswego-00130-(038)	Integrated Community Planning of Oswego County inc	Child Passenger Safety Program	20,000.00	8,000.00	4,910.92
CS	M1CPS	CPS-2017-Irvington Village PD - 00219-(060)	Irvington Village Police Department	Child Passenger Safety Program	5,000.00	750.00	588.40
CS	M1CPS	CPS-2017-Jefferson Co SO -00049-(023)	Jefferson County Sheriff's Office	Child Passenger Safety Program	6,000.00	1,000.00	100.00
CS	M1CPS	CPS-2017-Larchmont Village PD - 00188-(060)	Larchmont Village Police Department	Child Passenger Safety Program	7,000.00	750.00	-
CS	M1CPS	CPS-2017-Lewis Co Opportunities, I-00113-(025)	Lewis County Opportunities, Inc.	Child Passenger Safety Program	4,800.00	4,200.00	4,200.00
CS	M1CPS	CPS-2017-Lewiston Town PD - 00060-(032)	Lewiston Town Police Department	Child Passenger Safety Program	650.00	550.00	-
CS		CPS-2017-Livingston Co SO - 00058-(026)	Livingston County Sheriff's Office	Child Passenger Safety Program	10,000.00	-	-
CS	M1CPS	CPS-2017-Livingston Co SO - 00087-(026)	Livingston County Sheriff's Office	Child Passenger Safety Program	10,000.00	800.00	485.23

CS	M1CPS	CPS-2017-Madison Co DOH-00117-(027)	Madison County DOH	Child Passenger Safety Program	7,700.00	3,200.00	2,784.56
CS	M1CPS	CPS-2017-Manlius Town PD -00142-(034)	Manlius Town Police Department	Child Passenger Safety Program	2,000.00	1,000.00	599.68
CS		CPS-2017-Bassett Healthcare-00201-(039)	Mary Imogene Bassett Hospital	Child Passenger Safety Program	11,000.00	-	-
CS	M1CPS	CPS-2017-Middletown City PD -00210-(036)	Middletown City Police Department	Child Passenger Safety Program	2,320.00	1,750.00	270.00
CS		CPS-2017-Mohawk Valley CAA, Inc-00171-(033)	Mohawk Valley Community Action Agency, Inc.	Child Passenger Safety Program	6,000.00	-	-
CS		CPS-2017-Mohawk Valley CAA, Inc-00215-(022)	Mohawk Valley Community Action Agency, Inc.	Child Passenger Safety Program	6,000.00	-	-
CS	M1CPS	CPS-2017-Mohawk Valley Refugee-00119-(033)	Mohawk Valley Resource Center for Refugees	Child Passenger Safety Program	12,500.00	6,000.00	6,000.00
CS	M1CPS	CPS-2017-Monroe Co TS-00002-(028)	Monroe County Traffic Safety	Child Passenger Safety Program	12,000.00	3,500.00	3,043.49
CS	M1CPS	CPS-2017-Monroe Village PD -00132-(036)	Monroe Village Police Department	Child Passenger Safety Program	2,000.00	1,250.00	-
CS	M1CPS	CPS-2017-Montgomery Co Health-00010-(029)	Montgomery County Public Health	Child Passenger Safety Program	2,200.00	1,900.00	1,717.71
CS	M1CPS	CPS-2017-Mt. Pleasant Town PD -00116-(060)	Mt. Pleasant Town Police Department	Child Passenger Safety Program	4,500.00	2,000.00	156.00
CS	M1CPS	CPS-2017-Nachas Health Family-00140-(024)	Nachas Health & Family Network Inc	Child Passenger Safety Program	29,000.00	3,250.00	-
CS	M1CPS	CPS-2017-New Castle Town PD -00040-(060)	New Castle Town Police Department	Child Passenger Safety Program	1,500.00	800.00	35.99
CS	M1CPS	CPS-2017-NYC DOT-00224-(077)	New York City DOT	Child Passenger Safety Program	18,500.00	7,500.00	5,976.19
CS	M1CPS	CPS-2017-Niagara Co SO -00062-(032)	Niagara County Sheriff's Office	Child Passenger Safety Program	8,000.00	800.00	522.00
CS	M1CPS	CPS-2017-Niagara Falls City PD -00228-(032)	Niagara Falls City Police Department	Child Passenger Safety Program	1,100.00	600.00	-
CS	M1CPS	CPS-2017-Niskayuna Town PD -00004-(047)	Niskayuna Town Police Department	Child Passenger Safety Program	1,300.00	1,000.00	-
CS	M1CPS	CPS-2017-North Country Ministry-00076-(057)	North Country Ministry	Child Passenger Safety Program	9,000.00	2,500.00	1,500.00
CS	M1CPS	CPS-2017-North Evans Fire Dist-00191-(015)	North Evans Fire District	Child Passenger Safety Program	3,700.00	700.00	565.23
CS	M1CPS	CPS-2017-North Greece Fire Dist-00023-(028)	North Greece Fire District	Child Passenger Safety Program	4,000.00	3,000.00	2,317.78

CS	M1CPS	CPS-2017-North Syracuse Village PD -00080-(034)	North Syracuse Village Police Department	Child Passenger Safety Program	600.00	600.00	152.00
CS		CPS-2017-North Tonawanda City PD -00011-(032)	North Tonawanda City Police Department	Child Passenger Safety Program	12,000.00	-	-
CS	M1CPS	CPS-2017-North Tonawanda City PD -00073-(032)	North Tonawanda City Police Department	Child Passenger Safety Program	6,500.00	1,200.00	992.31
CS	M1CPS	CPS-2017-Northeast Health - 00173-(042)	Northeast Health Foundation Inc	Child Passenger Safety Program	12,000.00	1,000.00	-
CS	M1CPS	CPS-2017-NY Coalition Safety Belt-00227-(041)	NY Coalition For Safety Belt Use	Child Passenger Safety Program	9,000.00	6,500.00	5,332.61
CS	M1CPS	CPS-2017-Oneida Co Health-00118-(033)	Oneida County Health Dept	Child Passenger Safety Program	34,000.00	4,000.00	1,641.82
CS	M1CPS	CPS-2017-Onondaga Co SO - 00083-(034)	Onondaga County Sheriff's Office	Child Passenger Safety Program	3,000.00	1,750.00	110.00
CS	M1CPS	CPS-2017-Ontario Co SO -00234-(035)	Ontario County Sheriff's Office	Child Passenger Safety Program	4,000.00	1,250.00	107.99
CS	M1CPS	CPS-2017-Orange Co-00205-(036)	Orange County Dept of Emergency Services	Child Passenger Safety Program	4,500.00	1,750.00	1,635.81
CS	M1CPS	CPS-2017-Orange Med Ctr-00202-(036)	Orange Regional Medical Center	Child Passenger Safety Program	4,000.00	1,500.00	797.00
CS	M1CPS	CPS-2017-Orchard Park Town PD -00122-(015)	Orchard Park Town Police Department	Child Passenger Safety Program	10,000.00	1,500.00	38.97
CS	M1CPS	CPS-2017-Oriskany Village PD -00065-(033)	Oriskany Village Police Department	Child Passenger Safety Program	2,500.00	500.00	-
CS	M1CPS	CPS-2017-Orleans Co SO-00124-(037)	Orleans County Sheriff's Office	Child Passenger Safety Program	6,190.00	1,400.00	998.60
CS	M1CPS	CPS-2017-Ossining Village PD -00006-(060)	Ossining Village Police Department	Child Passenger Safety Program	6,618.00	2,000.00	2,000.00
CS	M1CPS	CPS-2017-Otsego TSB-00236-(039)	Otsego County Traffic Safety Board	Child Passenger Safety Program	9,000.00	4,500.00	3,432.46
CS		CPS-2017-Peekskill City PD -00088-(060)	Peekskill City Police Department	Child Passenger Safety Program	1,900.00	-	-
CS	M1CPS	CPS-2017-Poughkeepsie City PD -00237-(014)	Poughkeepsie City Police Department	Child Passenger Safety Program	3,250.00	500.00	472.50
CS	M1CPS	CPS-2017-Putnam Co SO -00069-(040)	Putnam County Sheriff's Office	Child Passenger Safety Program	2,500.00	500.00	-
CS	M1CPS	CPS-2017-Quogue Village PD -00070-(052)	Quogue Village Police Department	Child Passenger Safety Program	1,800.00	800.00	-
CS		CPS-2017-Rensselaer City PD-00063-(042)	Rensselaer City Police Department	Child Passenger Safety Program	3,650.00	-	-

CS	M1CPS	CPS-2017-Rensselaer City PD-00176-(042)	Rensselaer City Police Department	Child Passenger Safety Program	3,700.00	700.00	-
CS	M1CPS	CPS-2017-Rochester City PD -00102-(028)	Rochester City Police Department	Child Passenger Safety Program	900.00	900.00	628.29
CS	M1CPS	CPS-2017-Rockland Co SO -00068-(044)	Rockland County Sheriff's Office	Child Passenger Safety Program	1,500.00	1,500.00	723.48
CS	M1CPS	CPS-2017-Rome City PD -00127-(033)	Rome City Police Department	Child Passenger Safety Program	3,400.00	400.00	385.75
CS	M1CPS	CPS-2017-Rotterdam Town PD -00249-(047)	Rotterdam Town Police Department	Child Passenger Safety Program	4,500.00	2,000.00	762.00
CS	M1CPS	CPS-2017-Rye Brook Village PD-00084-(060)	Rye Brook Village Police Department	Child Passenger Safety Program	3,500.00	2,000.00	100.00
CS		CPS-2017-Saranac Lake Village PD -00186-(017)	Saranac Lake Village Police Department	Child Passenger Safety Program	4,000.00	-	-
CS	M1CPS	CPS-2017-Saugerties Town PD -00017-(056)	Saugerties Town Police Department	Child Passenger Safety Program	800.00	800.00	335.00
CS	M1CPS	CPS-2017-Schenectady Co SO -00238-(047)	Schenectady County Sheriff's Office	Child Passenger Safety Program	1,500.00	1,250.00	85.00
CS	M1CPS	CPS-2017-Schoharie Co Health-00166-(048)	Schoharie County Health Department	Child Passenger Safety Program	6,000.00	3,000.00	2,841.57
CS	M1CPS	CPS-2017-Scotia Village PD -00213-(047)	Scotia Village Police Department	Child Passenger Safety Program	1,500.00	1,250.00	-
CS	M1CPS	CPS-2017-Seneca Co SO -00152-(050)	Seneca County Sheriff's Office	Child Passenger Safety Program	4,500.00	500.00	-
CS	M1CPS	CPS-2017-Seneca Falls Twn PD-00156-(050)	Seneca Falls Town Police Department	Child Passenger Safety Program	1,371.00	1,371.00	-
CS	M1CPS	CPS-2017-S. Nyack-Grand View PD -00231-(044)	South Nyack-Grand View Village Police Department	Child Passenger Safety Program	2,000.00	600.00	-
CS	M1CPS	CPS-2017-Southampton Town PD -00052-(052)	Southampton Town Police Department	Child Passenger Safety Program	9,029.00	1,000.00	639.57
CS	M1CPS	CPS-2017-Spring Valley Village PD -00024-(044)	Spring Valley Village Police Department	Child Passenger Safety Program	2,475.00	1,750.00	623.00
CS	M1CPS	CPS-2017-St. Lawrence Co Com. Srvc-00005-(045)	St. Lawrence County Community Services	Child Passenger Safety Program	2,500.00	2,500.00	958.26
CS	M1CPS	CPS-2017-St. Mary's Hosp. for Chil-00181-(041)	St. Mary's Hosp for Children	Child Passenger Safety Program	9,020.00	3,200.00	1,401.50
CS	M1CPS	CPS-2017-St. Regis Mohawk-00167-(017)	St. Regis Mohawk Tribe	Child Passenger Safety Program	2,500.00	2,000.00	2,000.00
CS	M1CPS	CPS-2017-Steuben Co SO -00056-(051)	Steuben County Sheriff's Office	Child Passenger Safety Program	12,000.00	2,550.00	1,814.36

CS	M1CPS	CPS-2017-Stony Point Town PD -00200-(044)	Stony Point Town Police Department	Child Passenger Safety Program	400.00	400.00	-
CS	M1CPS	CPS-2017-Suffolk Co SO -00013-(052)	Suffolk County Sheriff's Office	Child Passenger Safety Program	3,000.00	3,000.00	2,948.78
CS	M1CPS	CPS-2017-Sullivan Co-00074-(053)	Sullivan County	Child Passenger Safety Program	14,500.00	4,500.00	4,365.72
CS	M1CPS	CPS-2017-SUNY Alfred PD-00131-(002)	SUNY Police Alfred State University	Child Passenger Safety Program	4,000.00	500.00	-
CS	M1CPS	CPS-2017-Syracuse City PD -00079-(034)	Syracuse City Police Department	Child Passenger Safety Program	2,500.00	1,500.00	-
CS	M1CPS	CPS-2017-Tioga Co Health-00090-(054)	Tioga County Health Dept	Child Passenger Safety Program	10,000.00	5,500.00	4,012.84
CS	M1CPS	CPS-2017-Tonawanda City PD -00155-(015)	Tonawanda City Police Department	Child Passenger Safety Program	700.00	700.00	60.77
CS	M1CPS	CPS-2017-Troy City PD -00198-(042)	Troy City Police Department	Child Passenger Safety Program	6,300.00	500.00	266.34
CS	M1CPS	CPS-2017-Tuckahoe Village PD -00129-(060)	Tuckahoe Village Police Department	Child Passenger Safety Program	1,500.00	1,000.00	782.15
CS	M1CPS	CPS-2017-Ulster Co CC-00217-(056)	Ulster Co. Community College	Child Passenger Safety Program	4,500.00	2,200.00	2,178.25
CS	M1CPS	CPS-2017-Ulster Co SO -00159-(056)	Ulster County Sheriff's Office	Child Passenger Safety Program	4,500.00	3,000.00	2,772.64
CS	M1CPS	CPS-2017-Ulster Town PD -00216-(056)	Ulster Town Police Department	Child Passenger Safety Program	2,500.00	1,500.00	878.73
CS	M1CPS	CPS-2017-UR Injury Free Coal.-00064-(028)	University of Rochester	Child Passenger Safety Program	5,000.00	2,900.00	2,874.95
CS	M1CPS	CPS-2017-Utica City PD -00003-(033)	Utica City Police Department	Child Passenger Safety Program	2,050.00	1,100.00	300.00
CS	M1CPS	CPS-2017-Vails Gate Fire District-00161-(036)	Vails Gate Fire District	Child Passenger Safety Program	7,925.00	2,000.00	1,717.96
CS		CPS-2017-Valatie Rescue-00044-(011)	Valatie Volunteer Rescue Squad Inc.	Child Passenger Safety Program	4,248.00	-	-
CS	M1CPS	CPS-2017-Walden Village PD -00109-(036)	Walden Village Police Department	Child Passenger Safety Program	1,865.00	865.00	149.00
CS	M1CPS	CPS-2017-Warren Co SO -00196-(057)	Warren County Sheriff's Office	Child Passenger Safety Program	700.00	700.00	-
CS	M1CPS	CPS-2017-Warwick Town PD -00245-(036)	Warwick Town Police Department	Child Passenger Safety Program	1,000.00	500.00	-
CS	M1CPS	CPS-2017-Washington Co Health-00057-(058)	Washington County Health	Child Passenger Safety Program	15,000.00	4,500.00	3,991.50

CS	M1CPS	CPS-2017-Waterloo Village PD - 00239-(050)	Waterloo Village Police Department	Child Passenger Safety Program	2,452.00	452.00	264.81
CS	M1CPS	CPS-2017-Wayne Co Health- 00095-(059)	Wayne County Public Health	Child Passenger Safety Program	4,875.00	3,375.00	2,800.68
CS	M1CPS	CPS-2017-Wayne Co SO -00169- (059)	Wayne County Sheriff's Office	Child Passenger Safety Program	5,000.00	1,000.00	-
CS	M1CPS	CPS-2017-Westchester Co Dept of PS-00158-(060)	Westchester County Department of Public Safety	Child Passenger Safety Program	1,500.00	1,250.00	-
CS	M1CPS	CPS-2017-White Plains Dept PS- 00211-(060)	White Plains Department Public Safety	Child Passenger Safety Program	3,000.00	2,000.00	988.35
CS	M1CPS	CPS-2017-Whitehall Village PD - 00243-(058)	Whitehall Village Police Department	Child Passenger Safety Program	400.00	400.00	-
CS		CPS-2017-Whitestown Town PD - 00047-(033)	Whitestown Town Police Department	Child Passenger Safety Program	5,500.00	-	-
CS	M1CPS	CPS-2017-Whitestown Town PD - 00077-(033)	Whitestown Town Police Department	Child Passenger Safety Program	5,500.00	800.00	750.93
CS	M1CPS	CPS-2017-Yates Co SO -00149- (062)	Yates County Sheriff's Office	Child Passenger Safety Program	3,500.00	500.00	-
OP		HS1-2017-Attica Village PD-00248- (061)	Attica Village Police Department	Personal Services for Child Passenger Safety Grant 2017	3,020.00	-	-
OP	M1CPS	HS1-2017-Cornell Coop Saratoga Co-00027-(046)	Cornell Cooperative Extension of Saratoga County	Occupant Protection Education	74,642.00	65,592.00	63,311.18
OP	M1CPS	HS1-2017-EAC inc-00170-(088)	EAC INC	Kids Cars - n- Consequences	127,498.00	107,598.00	103,300.73
OP	M1CPS	HS1-2017-Harlem Hosp Inj Prev- 00239-(077)	New York City Health & Hospital Corp	Car Seat for Kids: The New York City Program, Community Education and Distribution	113,149.00	110,399.00	59,141.17
OP	M1CPS	HS1-2016-NYS Police -00005-(099)	New York State Police	Child Passenger Safety Education and Support			-
OP	M1CPS	HS1-2017-NYS Police -00201-(099)	New York State Police	Child Passenger Safety Education and Support	431,159.00	300,000.00	225,054.17
OP	M1CPS	HS1-2017-NYS Assoc TSB-00159- (088)	NYS Assoc of Traffic Safety Boards Programs inc	Educational Enrichment	43,550.00	39,475.00	27,147.80
OP	M1CPS	HS1-2017-NYS Assoc TSB-00161- (088)	NYS Assoc of Traffic Safety Boards Programs inc	Statewide CPS Training and National CPS Week	282,000.00	282,000.00	179,204.31
OP	M1CPS	HS1-2017-St. Mary's Hosp. for Chil-00142-(041)	St. Mary's Hosp for Children	Child Passenger and Riding Safety	25,613.00	25,613.00	19,947.99
				Occupant Protection Total	**2,830,912.00**	**1,924,120.00**	**1,533,024.81**

Traffic Records							
TR		HS1-2017-Clarkstown Town PD -00033-(044)	Clarkstown Town Police Department	Strategic Traffic Safety Initiative	25,000.00	-	-
TR	M3DA	HS1-2017-HRI/NYS DOH-00204-(088)	Health Research Inc/NYS DOH	Incorporating Trauma Registry Data into CODES	98,000.00	98,000.00	90,096.31
TR	M3DA	HS1-2017-NYS Police -00059-(099)	New York State Police	Traffic Enforcement Technology - Local Agency Support	1,308,400.00	1,308,400.00	837,200.70
TR	M3DA	HS1-2016-NYS Police -00040-(099)	New York State Police	Traffic Enforcement Technology - Local Agency Support	507,608.00	507,608.00	70,006.95
TR	M3DA	HS1-2017-NYS DMV-00047-(099)	NYS Department of Motor Vehicles	NYPD Electronic Form Submission	350,000.00	350,000.00	-
TR	M3DA	HS1-2017-NYS DOT-00064-(099)	NYS Department of Transportation	ALIS Upgrade and Integration	250,000.00	250,000.00	-
TR	402TR	HS1-2017-ITSMR-00166-(088)	Research Foundation of SUNY	Traffic Safety Data and Analytical Support Services	423,039.00	423,039.00	281,658.35
TR	M3DA	HS1-2017-ITSMR-00174-(088)	Research Foundation of SUNY	Expansion of Traffic Safety Statistical Repository (TSSR)	460,554.00	460,554.00	331,745.02
TR	402TR	HS1-2017-ITSMR-00180-(088)	Research Foundation of SUNY	Highway Safety Research, Evaluation & Analytical Support	1,032,696.00	1,032,696.00	875,143.12
				Traffic Records Total	**4,455,297.00**	**4,430,297.00**	**2,485,850.45**
Community Traffic Safety Programs							
CP	M1CPS	HS1-2017-Albany TSB-00066-(001)	Albany County Traffic Safety Board	2017 Comprehensive Highway Safety Grant	110,400.00	78,780.00	78,779.98
CP	402CP	HS1-2017-Ardent Solutions-00172-(088)	Ardent Solutions, Inc.	Tri-County Mobility Safety Across the Lifespan	67,002.00	49,616.00	47,440.87
CP	402CP	HS1-2017-Brookhaven Town-00223-(052)	Brookhaven, Town of	Teen Driver Education Presentations	20,915.00	7,500.00	7,000.00
CP	402CP	HS1-2017-Broome Co Health-00020-(004)	Broome County Health Dept	Broome County Traffic Safety Community Awareness Plan	80,656.00	80,656.00	80,258.39
CP	M1*AL	HS1-2017-CTANY-00177-(088)	Cable Telecommunications Association of NY Inc	CTANY Statewide 2017 Traffic Safety Outreach Program	975,000.00	163,302.00	163,301.54
CP	M1*CP	HS1-2017-CTANY-00177-(088)	Cable Telecommunications Association of NY Inc	CTANY Statewide 2017 Traffic Safety Outreach Program		321,698.00	320,117.34
CP	M6OT	HS1-2017-CTANY-00177-(088)	Cable Telecommunications Association of NY Inc	CTANY Statewide 2017 Traffic Safety Outreach Program		490,000.00	487,962.35

CP	402CP	HS1-2017-Chenango TSB-00087-(009)	Chenango County Traffic Safety Board	Chenango County Traffic Safety Education Program	7,000.00	6,400.00	3,762.43
CP	402CP	HS1-2017-Cicero Town PD -00101-(034)	Cicero Town Police Department	Town of Cicero Impaired/Distracted Education Program	5,500.00	5,000.00	2,213.30
CP	402CP	HS1-2017-Clinton Co SO -00013-(010)	Clinton County Sheriff's Office	Clinton County Community based Highway Safety Program	29,897.00	27,046.00	26,008.36
CP	402CP	HS1-2017-Cornell Coop Livingston -00077-(026)	Cornell Cooperative Extension of Livingston County	Traffic Safety Education supported by Policy	51,876.00	49,976.00	41,082.53
CP	402CP	HS1-2017-Cortland County HD-00153-(012)	Cortland County Health Department	Cortland County Injury Prevention and Traffic Safety Program	55,425.00	38,078.00	35,404.49
CP	402CP	HS1-2017-Dutchess Co TSB-00024-(014)	Dutchess County Traffic Safety Board	Multifaceted Injury and Crash Prevention Initiative	64,750.00	54,529.00	50,965.50
CP	402CP	HS1-2017-Erie Co TS-00252-(015)	Erie County Office of Traffic Safety	High School Traffic Safety	18,370.00	17,850.00	9,506.73
CP	402CP	HS1-2017-Essex Co TS-00165-(016)	Essex County Traffic Safety	Traffic Safety Task Force	22,000.00	22,000.00	22,000.00
CP	402CP	HS1-2017-Franklin Co TSB-00205-(017)	Franklin County Traffic Safety Board	Continuing Education with Enforcement Equals Results	34,500.00	33,500.00	25,859.27
CP	402CP	HS1-2017-HRI/NYS DOH-00208-(088)	Health Research Inc/NYS DOH	Driver Education Research and Innovation Center Program	104,888.00	103,388.00	86,247.43
CP	402CP	HS1-2017-HRI/NYS DOH-00212-(088)	Health Research Inc/NYS DOH	NYS Traffic Safety and Public Health Program	518,599.00	510,949.00	442,162.23
CP	402CP	HS1-2017-Integrated Com Oswego-00096-(038)	Integrated Community Planning of Oswego County inc	Oswego County Highway Safety Grant	70,790.00	70,790.00	48,509.26
CP	402CP	HS1-2017-Jefferson Co PH Srvcs.-00025-(023)	Jefferson County Public Health Services	Safe Driving for Young People	22,493.00	22,493.00	16,477.95
CP	402CP	HS1-2017-Mohawk Valley Refugee-00079-(033)	Mohawk Valley Resource Center for Refugees	MVRCR Multi-Cultural Traffic Safety Program	69,902.00	64,902.00	64,759.70
CP	402CP	HS1-2017-Monroe Co TS-00004-(028)	Monroe County Traffic Safety	Community Traffic Safety	95,100.00	95,100.00	64,815.91
CP	402CP	HS1-2017-Nat Safety Council-00136-(088)	National Safety Council	Survivor Advocate Speaker Network	87,690.00	87,690.00	83,490.99
CP	402CP	HS1-2017-Nat Safety Council-00245-(088)	National Safety Council	New York Teen Safe Driving Coalition	79,672.00	33,150.00	27,460.13
CP	402CP	HS1-2017-NYC DOT-00237-(077)	New York City DOT	Vision Zero Education Initiatives	503,465.00	503,465.00	503,452.98

CP	M1*CP	HS1-2017-NYC DOT-00237-(077)	New York City DOT	Vision Zero Education Initiatives	100,000.00	100,000.00	100,000.00
CP	402CP	HS1-2017-Operation Lifesaver Inc-00100-(088)	New York Operation Lifesaver Inc	Operation (Be) Safe	56,000.00	54,225.00	54,224.02
CP	402CP	HS1-2017-Niagara Co SO -00031-(032)	Niagara County Sheriff's Office	Community Traffic Safety Programs	70,116.00	70,116.00	65,639.52
CP	402CP	HS1-2017-NY Coalition Safety Belt-00222-(041)	NY Coalition For Safety Belt Use	Queens County Highway Safety Program	100,800.00	88,300.00	86,604.11
CP	402CP	HS1-2017-NYS Broadcasters Assoc-00093-(088)	NYS Broadcasters Association	Highway Safety Grant 2017-Broadcast & Social Media Outreach	111,000.00	111,000.00	110,123.20
CP	M1CPS	HS1-2017-NYS Broadcasters Assoc-00093-(088)	NYS Broadcasters Association	Highway Safety Grant 2017-Broadcast & Social Media Outreach	47,000.00	47,000.00	46,373.69
CP	M1*CP	HS1-2017-NYS Broadcasters Assoc-00093-(088)	NYS Broadcasters Association	Highway Safety Grant 2017-Broadcast & Social Media Outreach	480,000.00	480,000.00	474,519.39
CP	M6OT	HS1-2017-NYS Broadcasters Assoc-00093-(088)	NYS Broadcasters Association	Highway Safety Grant 2017-Broadcast & Social Media Outreach	255,000.00	255,000.00	254,851.38
CP	M9MA	HS1-2017-NYS Broadcasters Assoc-00093-(088)	NYS Broadcasters Association	Highway Safety Grant 2017-Broadcast & Social Media Outreach	41,000.00	41,000.00	40,974.38
CP	FHPE	HS1-2017-NYS Broadcasters Assoc-00093-(088)	NYS Broadcasters Association	Highway Safety Grant 2017-Broadcast & Social Media Outreach	58,000.00	58,000.00	57,153.96
CP	402CP	HS1-2016-NYS DMV-00002-(099)	NYS Department of Motor Vehicles	2016 Coordination of Traffic Safety Statewide			(46,745.88)
CP	M1CPS	HS1-2016-NYS DMV-00002-(099)	NYS Department of Motor Vehicles	2016 Coordination of Traffic Safety Statewide			6,445.34
CP	M6OT	HS1-2016-NYS DMV-00002-(099)	NYS Department of Motor Vehicles	2016 Coordination of Traffic Safety Statewide			6,288.57
CP	M1*CP	HS1-2016-NYS DMV-00002-(099)	NYS Department of Motor Vehicles	2016 Coordination of Traffic Safety Statewide			5,249.04
CP	402CP	HS1-2017-NYS DMV-00003-(099)	NYS Department of Motor Vehicles	2017 Coordination of Traffic Safety Statewide	1,715,481.00	500,000.00	564,008.06
CP	M1CPS	HS1-2017-NYS DMV-00003-(099)	NYS Department of Motor Vehicles	2017 Coordination of Traffic Safety Statewide		-	123,944.99
CP	M1*CP	HS1-2017-NYS DMV-00003-(099)	NYS Department of Motor Vehicles	2017 Coordination of Traffic Safety Statewide		855,311.00	554,917.94

CP	M1*AL	HS1-2017-NYS DMV-00003-(099)	NYS Department of Motor Vehicles	2017 Coordination of Traffic Safety Statewide		-	147,995.51
CP	M9MA	HS1-2017-NYS DMV-00003-(099)	NYS Department of Motor Vehicles	2017 Coordination of Traffic Safety Statewide	40,170.00	40,170.00	61,242.04
CP	FHPE	HS1-2017-NYS DMV-00003-(099)	NYS Department of Motor Vehicles	2017 Coordination of Traffic Safety Statewide	1,200.00	1,200.00	1,183.56
CP	402CP	HS1-2017-NYS DMV-00211-(099)	NYS Department of Motor Vehicles	2017 Comprehensive Traffic Safety Campaign	32,000.00	32,000.00	11,558.07
CP	402CP	HS1-2017-Onondaga Co SO - 00049-(034)	Onondaga County Sheriff's Office	Onondaga County Highway Traffic Safety Program	126,000.00	115,500.00	49,958.19
CP	402CP	HS1-2017-Orange Co-00029-(036)	Orange County Dept of Emergency Services	Orange County Traffic Safety Program	63,641.00	60,341.00	53,307.37
CP	402CP	HS1-2017-Orchard Park Town PD - 00012-(015)	Orchard Park Town Police Department	Orchard Park Police Traffic Safety Education Program	26,400.00	15,300.00	14,727.74
CP	M6OT	HS1-2017-Outdoor Adv. Found. of NY-00094-(088)	Outdoor Advertising Foundation of NY	2017 Highway Safety Billboard Program	105,750.00	105,750.00	105,500.00
CP	402CP	HS1-2017-St. Lawrence Co Com. Srvc-00051-(045)	St. Lawrence County Community Services	Traffic Safety For All Ages	91,312.00	91,312.00	61,001.38
CP		HS1-2017-Texting Found-00139-(052)	Texting Awareness Foundation Inc	Texting Awareness Remind You Campaign	24,200.00	-	-
CP	402CP	HS1-2017-Ulster Co CC-00088-(056)	Ulster Co. Community College	Ulster County Comprehensive Community Traffic Safety Program	72,025.00	72,025.00	65,435.58
CP	402CP	HS1-2017-Westchester Co DPW/TS-00055-(060)	Westchester County DPW/Traffic Safety	Plan4Safety Community Traffic Safety Program	194,575.00	168,835.00	115,790.04
RS	402RS	HS1-2017-Cornell U Coll Ag& Life-00097-(088)	Cornell University - College of Agriculture and Life Sciences	Traffic Sign Handbook Field Guide 2016 Update	27,921.00	27,921.00	27,282.15
RS	402RS	HS1-2017-NYS DOT-00078-(099)	NYS Department of Transportation	Steer It Clear It/TIMS	50,000.00	50,000.00	-
SB	402SB	HS1-2017-NY Assoc for Pupil Transp-00163-(088)	NY Association for Pupil Transportation	Multi-Level Safety for School Buses	42,035.00	23,750.00	16,147.83
				Community Traffic Safety Programs Total	**7,027,516.00**	**6,401,914.00**	**5,974,740.83**
			Program Management				
PA	402PA	HS1-2016-GTSC-Agency-00021-(099)	NYSGTSC	P@A grant			(13,333.92)
PA	402PA	HS1-2017-GTSC-Agency-00006-(099)	NYSGTSC	P@A grant	883,026.00	848,026.00	623,881.64
				Program Management Total	**883,026.00**	**848,026.00**	**610,547.72**

APPENDIX A

New York State

FFY Project Expenditures by Program (through 12/10/17)

TE	M3DA	HS1-2017-NYS DMV-00192-(099)	NYS Department of Motor Vehicles	AIS System Changes for Revisd Frm MV104S (TE HS-2016-00082)	250,000.00	250,000.00	-
TE	M3DA	HS1-2017-NYS DMV-00193-(099)	NYS Department of Motor Vehicles	NYPD Elctronc Accdnt Rprt Sbmssn Time Ext (TE HS-2016-00084)	250,000.00	250,000.00	-
TE	M3DA	HS1-2017-NYS DOT-00214-(099)	NYS Department of Transportation	SIMS/RIS/ALIS Grant 2017 (HS1-2016-00259)	105,114.00	105,114.00	17,955.00
TE	M3DA	HS1-2017-NYS DOT-00215-(099)	NYS Department of Transportation	Safety Data Warehouse 2017 (HS1-2016-00258)	250,000.00	250,000.00	-
TE	M3DA	HS1-2017-NYS DOT-00216-(099)	NYS Department of Transportation	ALIS SIMS Data Products 2017 (HS1-2016-00260)	101,030.00	101,030.00	60,695.71
TE	M3DA	HS1-2017-NYS DOT-00218-(099)	NYS Department of Transportation	CarCert Grant Year 1 (HS1-2016-00256)	250,000.00	250,000.00	-
TE	M3DA	HS1-2017-NYS DOT-00219-(099)	NYS Department of Transportation	CarCert Grant Year 2 (HS1-2016-00257)	198,702.00	198,702.00	-
TE	402RS	HS1-2017-NYS DOT-00240-(099)	NYS Department of Transportation	Traffic Incident Management Training 2017 (HS-1-2016-00261)	20,640.00	20,640.00	9,461.50
				Grand Total	**36,628,039.00**	**30,479,463.00**	**24,275,885.85**